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# THE BICYCLING WORLD and MOTORCYCLE REVIEW

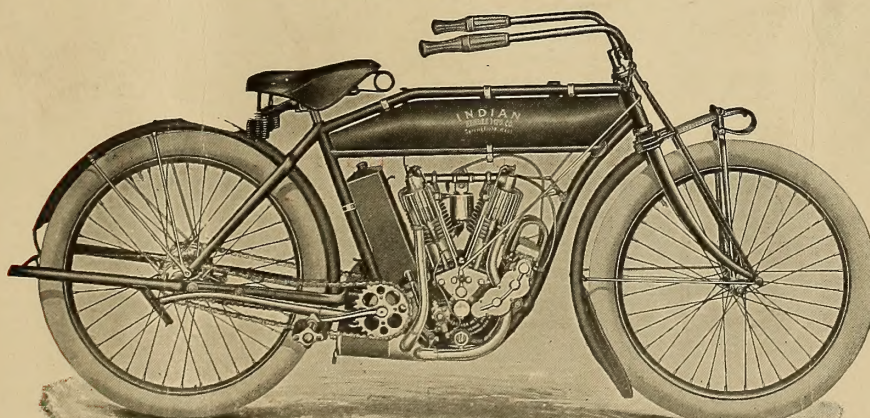
Founded 1877

Another Test  
OF QUALITY AND ENDURANCE

## THE INDIAN

At Columbus, O., September 10, a privately owned Stock Indian, without ports, outran and outlasted 15 competitors, including ported racing machines, easily winning the great 100 Mile Race in 105 minutes, 23 seconds.

It Has  
Quality



It Has  
Depend-  
ability

Free Illustrated Catalogue B Describes It.

**THE HENDEE MANUFACTURING COMPANY, Springfield, Mass.**

Chicago Branch  
1251 Michigan Avenue



93847 London Depot  
184 Gt. Portland Street

New York, N. Y., Saturday, September 24th, 1910



# HARTFORD CLINCHER MOTORCYCLE TIRES

## THE TIRES THAT LAST

### Made Like the Famous Hartford Automobile Tires

One cure wrapped tread construction—the best for automobile tires, and also the best for motorcycle tires.

Motorcycle tires are put to the same gruelling road conditions as automobile tires, and a spare tire is not so easily carried.

Therefore, equipping his machine with the best motorcycle tire made is the only protection the motorcyclist has.

### The Hartford Clincher Motorcycle Tire IS THE BEST

We have studied the demands made upon these tires before offering one to the public, and it has been borne in upon us that NO TIRE less strong than an automobile tire in construction would answer the purpose.

The same high grade materials, the same process of manufacture, the same rigid inspection that has made the Hartford Automobile Tire renowned for satisfaction and service—will place the Hartford Motorcycle Tire in the same rank.

You are sure of satisfactory service, genuine high quality and an easy riding tire when you select for your machine HARTFORD MOTORCYCLE TIRES

MADE BY

**The Hartford Rubber Works Co.**  
**HARTFORD, CONN.**

BRANCHES—New York, 57th St. and Broadway;  
Chicago, 12th St. and Michigan Ave.; Boston, 817  
Boylston St.; Philadelphia, 1425 Vine St.; Detroit,  
256 Jefferson Ave.; Buffalo, 725 Main St.;  
Cleveland, 1831 Euclid Ave.; Denver, 1564  
Broadway; Atlanta, Ga., 94 North Pryor St.;  
Minneapolis, 622 Third Ave., South.; Kansas  
City, 719 E. 15th St.; Dallas, Texas,  
497 Commerce St.





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# Kokomo Tires

are  
not  
merely

# Good Tires

but  
are  
the

# Best Tires

it is  
possible  
to  
produce.

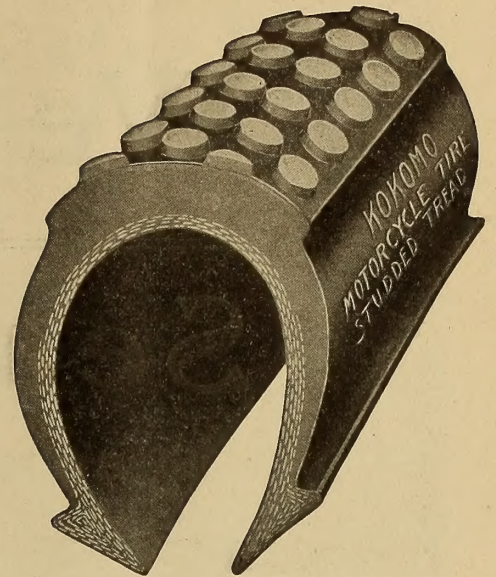
## Kokomo Rubber Co.

Kokomo, Ind.

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# **We Announce**

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**FOR**

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# **Season 1911**

an entirely new line of

# **BICYCLE TIRES**

selected and built with special  
regard to the requirements of

## **The Jobbing Trade**

Mr. D. B. Nally, with head-  
quarters at the New York  
store, 1741 Broadway, will act  
as representative for this line.

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WE WILL BE PLEASED TO GIVE FULL  
PARTICULARS PROMPTLY UPON APPLICATION

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## **Pennsylvania Rubber Co.**

Main Office and Works : : : : : JEANETTE, PA.



# SPLITDORF Motorcycle Plugs

not affected by mud or water



S. W. Nicholson on His Perfect Score THOR IV

This machine was equipped with the Splitdorf Motorcycle Plug. All the winners of the F. A. M. and Indianapolis Endurance Contests used Splitdorf Plugs.

## C. F. SPLITDORF

Walton Avenue and 138th Street

Branch, 1679 Broadway

NEW YORK

CHICAGO  
319 Michigan Ave.

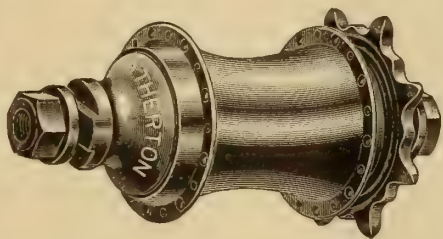
DETROIT  
868 Woodward Ave.

SAN FRANCISCO  
520 Van Ness Ave.

LOS ANGELES  
1226 Olive St.

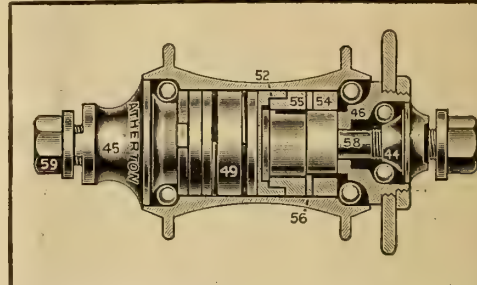


# The Only Real Development in Coaster Brakes Since the First One Was Produced



is the

## NEW



# Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts  
Jamming End Strains  
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake  
Absolutely Free Coaster  
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

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QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

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**D. P. HARRIS HARDWARE CO., Distributors**

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers.



# "The Severest Endurance Run Ever Held"

The Indianapolis-West Baden run held September 4th and 5th, 1910, has thus been described by all who participated in this event. Out of 54 riders who started only 2 completed the course. Both rode

# G & J TIRES

and their opinion of them is best expressed in their own words:

Mr. S. Nicholson riding a Thor IV on which he made a perfect score in the F. A. M. Philadelphia run says:

In the Endurance Run from Indianapolis to West Baden on September 4th and 5th, I rode your tires, and want to express to you my perfect satisfaction with the service which these tires gave me, as they were without doubt a very important factor in the score I made, and gave me as much if not more satisfaction than any other tires which I have previously ridden.

The run was undoubtedly the severest one in which I have ever participated, and when I say that I never even applied a pump to my tires on the whole of the run, I am saying all that need be said for any tire.

You are at liberty to use this letter as you think fit.

Mr. P. B. Whitney, manager of the Indian branch in Chicago, who rode a 5 H. P. Indian says:

I have never had but one opinion as to which tires were the best, and when I say that the G & J tires rank ahead of anything I have ever seen or used, I am speaking just as I feel. The recent Endurance Contest from Indianapolis to West Baden and return only tends to strengthen my opinion of your product and makes me, if possible, a stronger booster of your tires than I was before. I had absolutely no trouble.

The manufacturers of both these makes of motorcycles have contracted for G & J Tires as equipment for their 1911 machines.

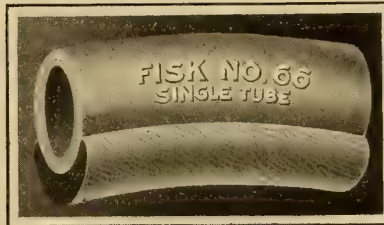
**G & J TIRE CO.**  
Indianapolis, Ind.



# FISK *Quality* BICYCLE TIRES

**M**ADE by the most skilled tire workmen in the world, from the best tire material procurable, Fisk Bicycle Tires of all grades are unquestionably unequalled for Quality. Used by Wheelmen who demand the Best.

FISK No. 66 ROAD TIRE, shown herewith, is a high grade road tire similar in construction to the No. 66 Extra Heavy except that it is somewhat lighter weight, both in



case and tube, and has the regular plain tread. This is a deservedly popular type which has been adopted as standard equipment for a number of the better grade bicycles.

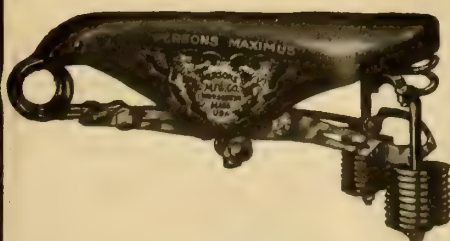
*A booklet illustrating and pricing Fisk Bicycle Tires will be sent on request.*

## THE FISK RUBBER COMPANY

Department E

*Branches in Twenty Cities*

Chicopee Falls, Mass.



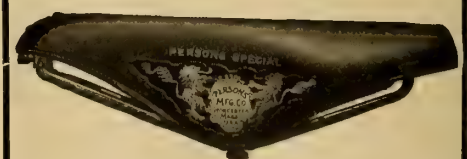
# PERSONS SADDLES

Often Imitated  
Never Equalled

Penny-pinching never has played a part in their production. Not how cheap but how good always has been the dominating principle that has guided their design and manufacture.

## Persons Mfg. Co.

WORCESTER, MASS.





## Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make* more money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

### The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for .10c. a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

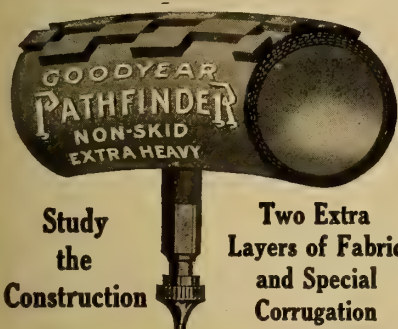
You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join our dealers—in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? Write us today and see how much more money there is in it for you.



Two Extra  
Layers of Fabric  
and Special  
Corrugation

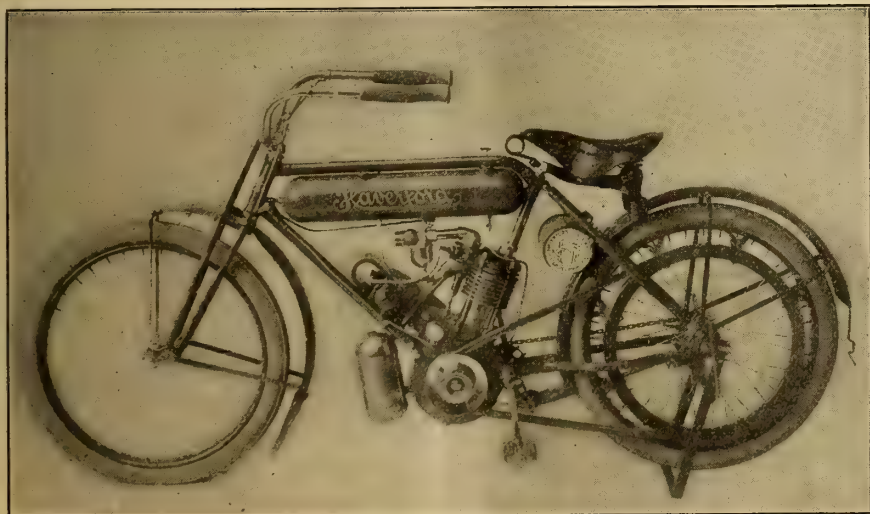
Study  
the  
Construction

#### THE GOODYEAR TIRE & RUBBER COMPANY, Moul Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.

## THE HAVERFORD

Sets a New Standard  
of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

Model H, Schebler Carburetor

**\$185**

Equipped with  
Bosch Magneto

Do you want to be a live agent  
or the satisfied owner?

Catalogue or agents selling proposition on request.

1911 MODEL **Bosch Equipped** NOW READY

## HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



**A** life study of the bicycle business is behind every bicycle turned out from our factory.

¶ Note that we say the bicycle business. It is a comparatively easy matter to build A bicycle. It is an entirely different matter to build bicycles of the kind that will successfully meet the keenest kind of competition and make a profit for our customers as well as ourselves. Not many have been able to do it.

¶ We do it only for the reason that we really have made the bicycle business a life study. We have tried to be diligent students, too, looking at it from every possible angle. And our work is never done. We are constantly shifting, changing, improving, saving, never satisfied with "good enough" but always striving to make it better.

¶ This applies not only to production but to overhead and marketing as well. Every paring we are able to make, every economy we can effect is shared with our customers.

¶ Do you wonder why we hold so many year after year, and constantly add to their number?

¶ And wouldn't it pay you, if you are not already on our list, to get better acquainted with us and our methods of doing business?

¶ It might pay. It probably would. In any event, it wouldn't cost anything to find out. Be sociable and drop us a line now while you're thinking about it.

## EMBLEM MFG. CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia, and North and South Carolina.



## A GRIP THAT MERITS ITS NAME

It will not slip

It will not peel

It will not crack

It will not wear out

It will not sweat the hands

But it will give comfort and satisfaction and will add to the appearance of any bicycle.

# THE WEARWELL RUBBER GRIP

is made over a single smooth tube, covered with purest Para gum rubber—soft, elastic, resilient—entirely seamless and shaped to fit the hand. The rubber is firmly secured at both ends by broad ferrules of **German Silver**. It is carefully made and will fit the handle bars perfectly.

**Packed one dozen in a handsome display box**

**Retail price 35 Cents per pair**

**Trade Prices On Application**

**SEND FOR PRICES FOR STITCHED  
LEATHER AND LEATHER WOUND GRIPS**

**HAVERFORD GRIP CO.**

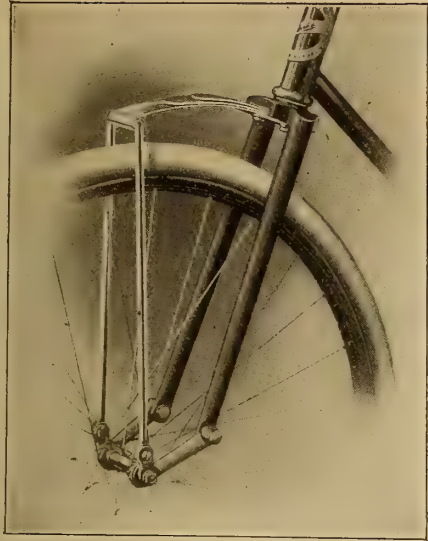
**829 Arch Street**

**Philadelphia, Pa.**



# The Pope Spring Fork

**AS IMPROVED FOR 1911**



Pope Spring Fork

POPE BICYCLES abound in strong selling features, which have a marked effect in largely increasing our business. Among these the Pope Spring Fork is conspicuous. Riders have discovered that a bicycle so equipped rides delightfully easy over pavement and uneven roads. Its effectiveness in absorbing vibration is surprising.

## Pope Spring Fork Right in Principle and Construction

A glance will show that this fork is made on correct principles. It does not work with a sudden jolting movement as do many other kinds, but with a smooth even motion as the fork adjusts itself to the irregularities of the road.

When obstructions are met, or in the event of a collision the fork acts as an elastic buffer tending to prevent injury to the front wheel and frame. The construction is strong, and large head cups and cones of special strength are used. The fork has none of the mechanical faults common to many other kinds.

## Sales Made Easier

The Pope Spring Fork helps the dealer sell bicycles, increases his profits and makes satisfied customers.

**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**

**Pedals**

**Toe Clips**



**Spokes**

The Hall Mark of all good bicycles.  
It's stamped on every spoke.

**THE  
STANDARD CO.**  
Torrington, Conn.



### **RACYCLES THEIR OWN SALESMEN**

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In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

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# **Mr. Dealer**

## **DO WE HAVE TO SAY ANY MORE?**

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**THE MIAMI  
CYCLE AND  
MANUFACTURING  
COMPANY**  
Middletown, Ohio

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**F. M. JONES**  
Pacific Coast Distributor  
Sacramento, Cal.  
Los Angeles, Cal.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, September 24, 1910.

No. 1

## GREYHOUND IS IN BANKRUPTCY

**Voluntary Petition Filed when Company  
Finds Itself Hopelessly Involved—  
Liabilities About \$40,000.**

A voluntary petition in bankruptcy was filed for the Greyhound Motor Works, of Buffalo, N. Y., on the 20th inst., by William C. Overman, vice-president of the company, and a receiver has been appointed. In developing new and improved models involving radical changes from the earlier types which were produced when the concern was known as the Auto-Bi Co., it got beyond financial depth, and because of capital necessary for its plans, has been at what practically amounted to a standstill for some months. After a settlement of its affairs by the bankruptcy proceedings, it is improbable that it will resume.

The liabilities are placed at about \$40,000 while the schedule of assets aggregates about \$33,000 if \$7,500 in patent rights be included. The inventory shows \$20,237 in finished parts and accessories and \$1,265 in motorcycles.

## Linscott Sells Out to Hub Cycle.

J. M. Linscott, of Boston, Mass., who for 20 years has been one of New England's most prominent jobbers in cycles and accessories, has sold the bicycle supply business of the Boston Cycle & Sundry Co., to the Hub Cycle Co., 40 Portland street, Boston. The latter concern started in a modest way in Boston some five or six years ago, and has become a strong and aggressive figure in the cycle jobbing field, having a five story building of its own. Charles F. Corey, who for many years has been at the head of the Boston Cycle &

Sundry Co.'s bicycle department, has joined the Hub company's forces.

## Connecticut to Handle Its Own Sales.

On October 1 the selling agreement at present existing between the United Manufacturers and the Connecticut Telephone & Electric Co., Meriden, Conn., will be terminated, according to a dual announcement by both concerns. After that date the Connecticut company will handle its sales direct from Meriden, but until the separation becomes effective all matters regarding the sales of Connecticut products will be handled by the United Manufacturers at New York.

## Clausens Take Yale for Chicago.

Clausen Bros., Chicago, Ill., have taken over the motorcycle business of R. S. Mattoon who handled the Yale at 1517 Michigan avenue. Their territory will comprise Chicago and Cook county, and they are no novices in the trade, having formerly been in Mattoon's employ and being Yale riders of several years standing.

## Toledo Rubber a Real Jobber.

The official list of bicycle jobbers now numbers 35. Announcement has been made by Secretary Willis that the Toledo Rubber Co., Toledo, O., has been admitted to membership.

## Fire Visits Ballard at Buffalo.

Fire which started in the basement of the bicycle store of L. T. Ballard, 33 Niagara street, Buffalo, N. Y., did \$3,000 damage on the 12th inst. The cause is unknown.

## Dixon Opens in Stockton.

C. F. Dixon, Stockton, N. J., has embarked in the motorcycle business and will open a sales and repair establishment shortly. He has secured the Indian agency.

## DEALERS COMPLETELY ORGANIZED

**New York Association Elects Permanent  
Officers—Sets Out to Shorten the  
Work-Day of Members.**

With 52 members on its rolls, the Cycle & Accessories Dealers' Association of Greater New York was formally organized on Monday night, 19th inst., following several preliminary meetings which had been held for creating interest in the project. With H. A. Phillips in the chair and H. A. Gliesman, as temporary secretary, the dealers got together with all the promptitude that could be expected, and participated in a lively election, which resulted in the choosing of the following officers:

C. Rotholz, 1491 Fifth avenue, president; T. J. Sixsmith, 203 West 100th street, first vice-president; V. J. Lind, 223 Sixth street, Brooklyn, second vice-president; H. A. Gliesman, 782 Eighth avenue, financial secretary; Sol Lasarus, 1058 First avenue, recording secretary; A. Scaisson, 81 Chambers street, treasurer; G. Goldsmith, 165 East 106th street, sergeant-at-arms; and three directors, F. B. Widmayer, 2312 Broadway, for three years; M. Brown, 81 Chambers street, for two years; M. Freedman, 639 Broadway, for one year.

Many of the offices were contested warmly, proving the interest that prevailed, and for the three directorships there were seven candidates. The directors are given large powers, and will act on suspensions and similar matters. The organization plan provides for a vice-president from Manhattan, Brooklyn and the Bronx, respectively, but inasmuch as no Bronx candidate appeared the third vice-presidency was left open.



In his speech to the members, President Rotholz very sensibly pointed out that while it is impossible to do everything at once, it is possible, nevertheless, to do something. The first matter to receive attention will be a shorter work-day, and a committee has been appointed to further the plan, while another committee is taking up the matter of prices for repairs and accessories. The dues, for the present, are 50 cents a month. To Gliesman apparently belongs the most credit for actually bringing the organization into being.

#### Streiff Abandons Touring for Trade.

William Streiff, the transcontinentalist who arrived in New York last week on an N. S. U. from San Francisco, Cal., has entered the trade. He has joined the forces of the N. S. U. Motor Co., New York, and commenced his new duties this week.

#### Lind Opens a Manhattan Branch.

Victor J. Lind, Brooklyn, N. Y., who operates a bicycle store at Sixth avenue and President street, has invaded New York City and opened an establishment at 2209

Seventh avenue, near 131st street, under the style of Lind Bros. In addition to representing Yale and New England bicycles in the Metropolis, the new store will stock a complete line of bicycle and motorcycle supplies and sporting goods, and Herman Lind will be manager.

#### Ogle Buys Out Potts' Business.

Roy Potts, who conducted a bicycle shop in Moundsville, W. Va., has disposed of it to W. H. Ogle. The business will be continued as heretofore.

### THE MEN WHO MAKE THE MARKET FOR HARTFORD TIRES



HARTFORD RUBBER WORKS CO.'S STAFF PRESENT AT ANNUAL CONFERENCE

1, J. D. Anderson, President; 2, H. E. Field, Vice-President; 3, E. R. Benson, Secretary; 4, J. P. Krogh, Treasurer; 5, C. B. Whittelsey, Superintendent; 6, D. W. Pinney, Assistant Treasurer; 7, F. Kesser; 8, G. R. Noble, Chicago Branch; 9, S. N. Keller, Buffalo Branch; 10, H. C. Severance, Manager, Detroit Branch; 11, P. H. Goodall, Manager, Cleveland Branch; 12, H. B. McIntosh, Cleveland Branch; 13, C. Towne, Hartford; 14, J. R. Hoffman, Philadelphia Branch; 15, H. E. Smith, Chicago Branch; 16, E. L. Duffee, Philadelphia Branch; 17, E. S. Roe, Manager, New York Branch; 18, E. S. Edwards, Connecticut; 19, L. C. Havener, Boston Branch; 20, M. C. Stokes, Bicycle and Motorcycle Tires; 21, H. V. Koons, Philadelphia; 22, W. R. Brown, New York Branch; 23, E. H. Fahy, New York Branch; 24, E. H. Johansen, Philadelphia Branch; 25, A. D. Cruden, New York Branch; 26, L. Frohock, Boston Branch; 27, R. M. Barrett, Buffalo Branch; 28, A. E. Martel, Solid Motor Tire Department; 29, Garfield List, Philadelphia Branch; 30, W. R. Barnes, Manager, Philadelphia Branch; 31, J. J. Tompkins, Detroit Branch; 32, G. D. Niles, Boston Branch; 33, T. McClurg, Cleveland Branch; 34, C. Clark, Automobile Department; 35, O. S. Johnson, Manager, Buffalo Branch; 36, P. B. Simmons, Chicago Branch; 37, A. W. Clark, Chicago Branch; 38, A. W. Kirk, Manager, Atlanta Branch; 39, W. T. Powell, Manager, Chicago Branch; 40, G. S. Ilulings; 41, Chase Langmaid, Manager, Boston Branch; 42, G. H. Wright, Chicago Branch; 43, James Morgan, Connecticut; 44, H. F. Snyder, New York Branch; 45, W. H. Reed, Solid Motor Tire Department.

Business and pleasure were agreeably combined last week when the branch managers and salesmen of the Hartford Rubber Works Co. held their annual conference at the factory in that city. It occupied three days and opened with an address by J. D. Anderson, the president, after which two sections were formed for ses-

sions, the branch managers meeting with the executive officers, while the salesmen used the factory dining room for a convention hall, along with the heads of departments. The manufacturing processes were shown to the visitors, who had their first opportunity to see aeroplane tires in the making, as well as those for bicycles,

motorcycles and automobiles. A dinner for the party was given the first evening at one of the local hotels. Business sessions also occupied the second day, while the third was devoted to an outing and dinner at Morris Cove. The trip was made by automobiles, which were equipped, of course, with Hartford tires.



## FINDING THE OIL'S FLASH POINT

**Simple Temperature Test that Reveals It  
—Lighting the Inflammable Vapor  
that is Given Off.**

Owing to the high temperatures which prevail in the cylinders of motorcycle engines, it is desirable that the flashing point of the lubricating oil be as high as possible, which, in other words, means that the oil will stand a very high heat before it commences to burn. The longer the oil stands the heat without igniting the better it lubricates and the cooler the engine will be. Lubricating oil when carried up to the combustion chamber of an engine is vaporized, and this vapor is ignited at varying temperatures according to the quality of the oil. This is called the flashing point. Any rider can determine the flashing point of a brand of lubricating oil by the following simple test:

Place the oil to be tested in a small porcelain or glass cup and set it in a metal dish filled with sand, so that the level of the oil in the cup is equal to the height of the sand in the dish. The oil container should be covered and the latter should be perforated with two one-quarter inch holes. Through one of these holes should be passed a thermometer which must not come nearer than three-eighths of an inch from the bottom of the cup. The other hole is for the escape of oil vapor. When these preparations have been completed the metal dish should be heated with a Bunsen burner gas flame, and the rise in temperature of the oil noted by the thermometer. When the oil reaches a high temperature a lighted taper should be passed over the vapor outlet and this process repeated at intervals if necessary until a flash is observed, at which instant the temperature or "flash point" should be noted.

### "Lazy Back" that is Collapsible.

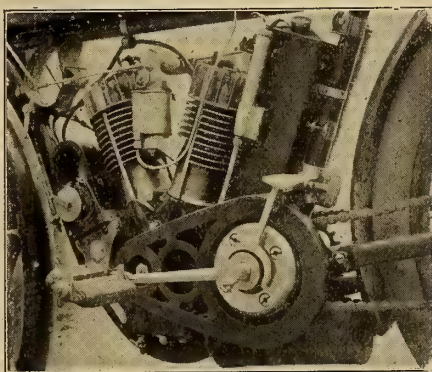
Years ago, bicyclists with weak lumbar regions began to contrive props of one sort or another answering to the general description of "lazy backs." With the advent of the motorcycle the same class of cyclists remains more or less in evidence, one of their number, an Englishman who evidently is endowed with unusual perspective, recently having produced a device of the sort in question which reveals deep thought. One obvious defect with the fixed type of lazy back is that in the event of an emergency it would tend to leave the rider hopelessly entangled in the mount. The new back rest is designed to do away with such a difficulty.

The rest is mounted on sliding rods which enable it to be collapsed to a level below that of the saddle when it is not in use. When it is to be put into service, it

is merely raised to the proper height and held until the rider's back presses against it hard enough to secure it by pressure against the slides. In the event of an emergency, of course, it merely drops out of sight as soon as the pressure is removed from it. Just what would happen were the rider thrown violently forward on crossing an obstruction and then snapped back in the familiar fashion, however, is not difficult to imagine.

### Free Engine Clutch on Countershaft.

One of the advantages which riders of belt driven motorcycles have enjoyed for some time over their fellows who preferred the chain drive was the ability to secure a free engine, by relieving the belt tension by means of an idler. The advantages of a free engine in congested city traffic and for starting on steep hills and sand are



obvious, and to supply a long felt need in this line, Beehler & Ogden, of Baltimore, Md., have brought out a neat and compact free engine clutch especially adapted for loop frame Indian machines.

The device is mounted on the countershaft, as the accompanying illustration shows, and is operated by the hinged foot pedal. Finished in nickel and weighing only four pounds, the clutch may be attached or detached without any alterations to the machine and by the use of ordinary tools. The free engine effect is obtained by releasing the compensating sprocket without in any way affecting its compensating adjustment and the clutch may be slipped for slow running in traffic. The adjustment of the compensating sprocket is obtained by moving the four slotted nuts shown in the face of the outer plate. The device, which sells for \$15, is claimed to be invaluable for tri-car work where the difficulty of starting is hard work.

### Differences in Rubber Mixtures.

According to a foreign expert connected with the Conservatory of Arts and Trades, tests conducted at that institution show that some of the rubber mixtures used in tires wear ten times as long as others under the same operative conditions. This wide disparity in the wearing qualities of various tire compounds would seem to indicate that there is a great field for exhaustive research in the art of tire making

## ARE AFRAID OF LIGHT MACHINES

**Asiatic Buyers Mistrust the Neat American  
Bicycles, Consul Dennison Declares  
—Overcoming a Prejudice.**

That the American bicycle has to overcome a considerable amount of prejudice in many of the Asiatic countries is the opinion of Consul E. H. Dennison, stationed at Bombay, India. In his report to the State Department at Washington about the possibilities of trade in automobiles and bicycles, the consul points out the extremely profitable market which exists in India for bicycles, but declares that the average native of India has a strong prejudice against American productions. "American bicycles," says the consul, "are of a much lighter and neater build than the English or continental makes, and the erroneous impression has been created that they are not strong enough to withstand hard usage and rough roads. That they can hold their own in this respect with the other makes has been amply demonstrated by a few Americans who have used them for a number of years in Bombay. Competition in this trade is keen and success would depend upon ability to meet the English prices, some English wheels selling as low as \$25."

### For Testing an Engine's Compression.

While throwing one's weight on the pedals of a motorcycle is a convenient means of testing the compression of the engine with which it is equipped it is far from being a convincing measure of complete efficiency and does not wholly prove that some power is not going to waste at the valves, through the piston rings or elsewhere. Several gauges have been devised to remedy this state of guesswork, and to afford mathematic accuracy, one of the most recent, and one which is well spoken of, being the Okill pressure indicator produced by a Bolton (England) concern. In operation the device is substituted for the spark plug, and the engine started, when the pointer begins to move and a vulcanite cap revolves until the pointer stops at the figure indicating the pressure within the cylinder. The use of the indicator is said to have disclosed amazing differences in the compression of the cylinders of supposedly properly running multi-cylinder engines.

### Removing Vibration from Lamps.

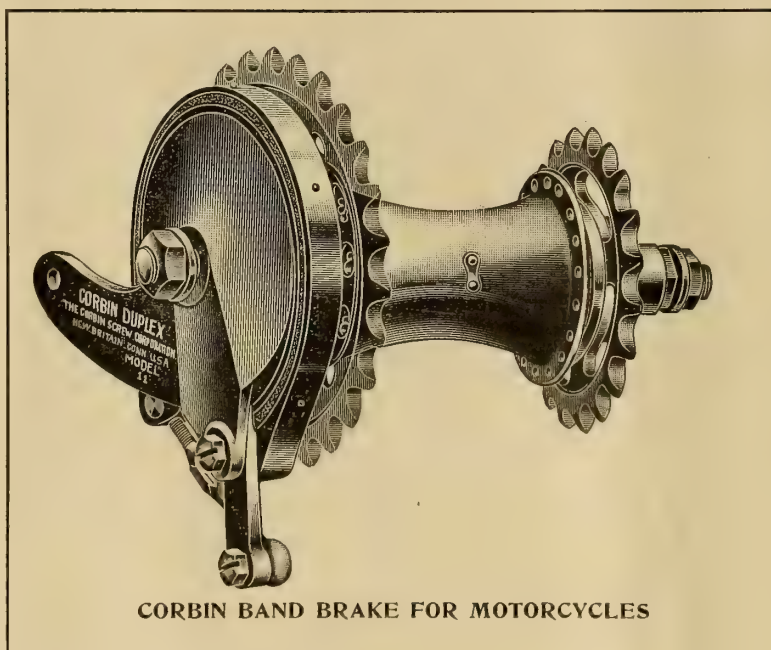
Oil lamps which refuse to burn properly even after submitting to a deal of persuasion, sometimes can be cured of their stubbornness if pains are taken to see that they are relieved of all possible vibration. A loose set screw or bracket may be the cause of otherwise inexplicable shortcomings.



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# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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**BICYCLING WORLD COMPANY**

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NEW YORK, SEPTEMBER 24, 1910.

## More Prominence for the Motorcycle.

With this issue the Bicycling World and Motorcycle Review enters on its sixty-second volume, representing 33 years of life since its birth in 1877 and a future extending far beyond the horizon of men now living. That it fulfills a function valuable to the public and the trade is manifest from its present flourishing condition and the position which it enjoys.

During the years that have intervened between 1877 and the present, the publication, while maintaining its continuity, has adapted itself to new conditions from time to time, the adaptation taking the form of modifications matching the ever changing currents of public and trade interest. In entering the new volume, the Bicycling World and Motorcycle Review again is marked by evidences of adjustment to the times, the most obvious of these being the increased prominence given to the motorcycle in the title inscription.

Fully as the Bicycling World and Motorcycle Review has dealt with the motorcycle in the past, the growth of the industry now makes it possible to do so even more fully. Without unduly asserting such claims as its priority in the field may hold for it, the paper will maintain its premier-

ship by what it does and what it gives. It has championed motorcycling from the time the latter was a tender infant, and it now believes that the motorcycle as a sport and as an industry has attained a stature and importance that gracefully may be more conspicuously indicated in the title inscription as well as in the editorial and advertising columns.

No attempt is made to define what the Bicycling World and Motorcycle Review specifically will or will not do in the future, as "definition is limitation." It is possible, however, to assure those who have the interests of cycling and the bicycle at heart that in enlarging the motorcycle features of the paper as the industry expands, no diminution in the presentation of matter relating to cycling or to the cycle trade is contemplated, despite minor modifications in the treatment of some topics. In fact, the bicycle is to share in whatever expansions and developments are evolved as products of time and natural growth.

Close relation between those who read the Bicycling World and Motorcycle Review and its editorial department is invited, in the sense that anyone may feel free to write or to call personally and give expression to their views or news concerning the trade, touring, technical or sport features of cycling or motorcycling. The door is wide open for pictures, too. But the closest relation of all will be the paper itself from week to week.

## Motorcycling and Its Poetic Praise.

There is something in the whirl of the wire wheels and the crunch of good hard tires on the open road that sets the rhymsters' thoughts to meter and begs him tune his lyre and sing the poet's song. Not but that the "song of the silent steed," as the versifiers love to call it, awakens the music in every man's soul. Rather that only those who aspire to melodic speech are able to interpret and respond to the plaint of the singing spokes and the muttering treads.

But however that may be, a new voice is raised, "way down in Georgia," the voice of one whose poet-name is Prather—"Pat Prather," to be precise. And though he may have prated on other themes with musical results, his first song to the motorcycle is distinguished by a certain freedom and naivete that well comports with the nature of the subject.

It is a pleasant symptom that the motor-

cycle itself and the use of it should inspire a poetic tribute of praise, and suggests that formal prose commendations, however sincere, do not fully give expression to the emotions which riders at times feel in relation to their mounts.

"Pat Prather" puts his feelings into words that are stirring with action, and altogether the "pome" is not half bad. In fact, it is good. The proof is the words themselves, as follows:

"Slow down the driveway and slow through the gate

You purr like a kitten, while steady as Fate

To the wide road we swing.

A twist, and you wake, while beneath your grey tires

The dust billows up as you spurn it behind.

Oh! It's out and away to the Further Desires

When the motor-song rings!

Down the long highways, level and lonely, Up the steep hills on a ten per cent grade—

We flash like a meteor—you and I only;

You're the best little motor that ever was made."

Poets have been sat on and squelched so persistently of late years that it is time a few of them were given more liberty. If, therefore, there are others who find poesy a happy medium for communicating their motorcycle enthusiasm, we would at least read what they write and would stay our hand in its involuntary movement toward the waste basket. Then, too, we might print another such poem, if it sounded as good as the Georgian's felicitous crystallization of motorcycling joys.

Many of the roads that present day cyclists and motorcyclists complain of as being difficult because of sand or softness are in better condition now than when they were used by the high wheel cyclists, and it remains a marvel of marvels as to how the early riders, with small solid rubber tires, or even with the later cushion tires were able to accomplish what they did in the way of fast going, up hill and down dale, over places that now are regarded as impracticable except for emergency. Small tires also prevailed on the early safety bicycles, which with smaller wheels were even worse. Low gears and the fact that cycling was a sport for the most hardy and vigorous perhaps helps to explain matters, but there may have been a subtle psychology about it, too, in pursuing the joys of a new-found sport.



## SUPPLIES THE POLICE BICYCLES

**Detroit Dealer Enjoys Prosperous Season  
and Lands Big Municipal Orders—  
Finds Business Good.**

Proclaiming enthusiastically that he has had as good a year of business as he has experienced in the 15 years he has been engaged in selling bicycles and motorcycles, John B. Trossel, of Detroit, Mich., announces that he has just closed an order for 50 National bicycles with the local police department. Detroit is a busy and growing city, and Police Commissioner Frank E. Croul, who is of the modern way

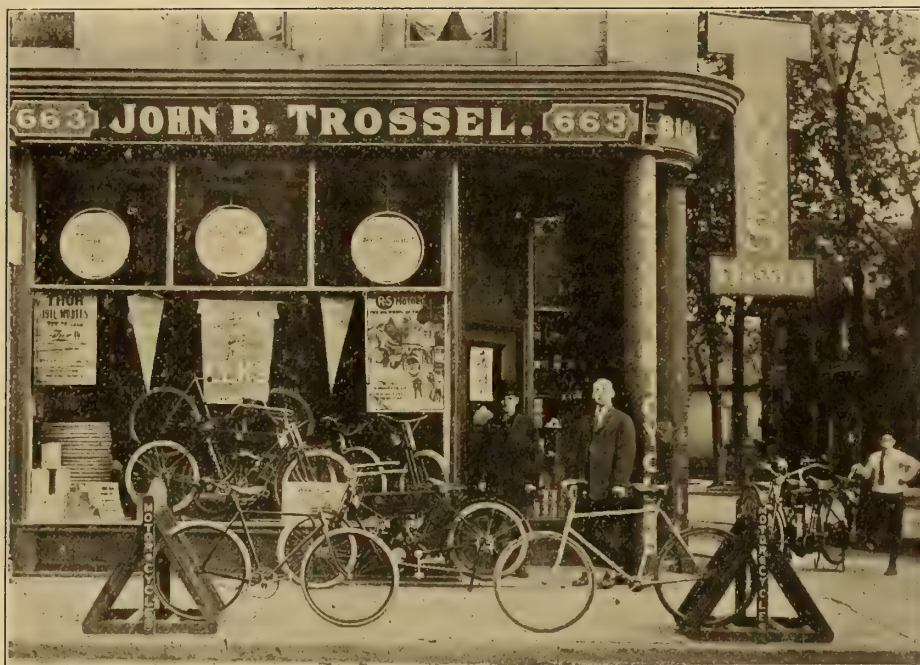
the F. A. M. It will occur in Verdanti Hall, Providence, R. I., on Saturday evening, October 8, at 8 p. m.

### Another Cycling Club for Baltimore.

Already possessed of several live cycling organizations, Baltimore, Md., has another in the newly organized Hampden Cycle Club, which has its headquarters at 324 Elm avenue. Lawrence Burrier has been elected captain and the club colors are black and white.

### Garden City's Elect Officers.

One of the largest turnouts in recent years was present at the annual meeting of the Garden City Wheelmen of San Francisco, Cal., when officers were elected as



A CYCLE STORE THAT SHOWS PROSPERITY

of thinking, has found it possible to make one patrolman on a bicycle cover more ground than four would do in the traditional manner of "pounding the pavement." Naturally Trossel has benefitted by this notion, as by the commissioner's belief in the utility of the motorcycle, of which several are in use.

The new order for National bicycles will bring the city's quota up to 75 bought during the present season. They are equipped with G & J tandem tires, 28 by 1½ inches, Hussey bars and Troxel saddles.

Trossel, whose establishment at 663 Michigan avenue is depicted in the accompanying illustration, also reports that the demand for his other lines has been of an encouraging nature. These include the Iver Johnson, Emblem, Reading Standard, Norwood, and Gendron bicycles and the Thor and R-S motorcycles.

### Eastern District F. A. M. Call.

Notices are being sent out by Secretary F. S. Morse, Keene, N. H., for the fall business meeting of the Eastern District of

follows: O. Baxter, president; Frank Lannin, vice-president; L. L. la Hue, financial secretary; Wayne Walther, recording secretary; Peter Castro, captain; directors, the officers, C. Baxter, Roy Babcock, Howard Waltz, Del Moon and Orrel Inman. The business meeting was followed by a banquet at which over 60 were present.

### Unites Terre Haute Motorcyclists.

Permanent organization of the new Terre Haute (Ind.) Motorcycle Club was effected last week at a meeting held at the bicycle store of J. E. Sayre. Officers were elected as follows: H. Baldwin, president; F. Fisbeck, vice-president; E. Casebeer, secretary, and E. Waggener, treasurer. Two road captains were elected. Frank Marshall, who will pilot the high powered machines, and O. Tipton, who will lead the light brigade.

### Chafing Dish Party for Jerseyites.

In appreciation for the gold medal presented to her for completing the club's 370 miles endurance run last May, Mrs. G. B.

## Coming Events

September 24, Milwaukee, Wis.—Milwaukee Motorcycle Club's races at state fair.

September 24, Narberth, Pa.—Motorcycle races at Belmont Driving Park.

September 25, Denver Col.—Motorcycle races at Tuileries.

September 25, Los Angeles, Cal.—Bicycle races at Fiesta Park.

September 25, San Jose, Cal.—Motorcycle races at Driving Park.

September 25, Los Angeles, Cal.—Motorcycle races at Coliseum.

September 25, Shelbyville, Ind.—Motorcycle races at fair grounds.

September 25, St. Louis, Mo.—St. Louis Cycling Club's annual handicap road race.

September 25, Newark, N. J.—New Jersey Motorcycle Club's racemeet at Olympic Park.

September 25, Floral Park, L. I.—Century Road Club of America's eleventh annual 100 miles record run; open.

September 25, Guttenberg, N. J.—Metropolitan Association of Motorcycle Club's racemeet at Guttenberg track; open.

September 29, Mahomet, Ill.—Ten miles motorcycle road race; open.

October 2, Detroit, Mich.—Detroit Motorcycle Club's race meet at state fair track.

October 2, Jamaica, L. I.—Italian Sporting Gazette 20 miles Italian championship bicycle race at Jamaica Oval.

October 2, Brooklyn, N. Y.—Cycle races and sports carnival under joint auspices of Century Road Club of America, Century Road Club Association and Empire City Wheelmen.

Hooper, Newark, N. J., gave a chafing-dish party to the members of the New Jersey Motorcycle Club at their headquarters, 18 New street, on Thursday night, 14th inst. More than thirty of the members sat down to the feast, which was followed by vocal entertainment.

### Rochester Riders on an Outing.

Over one hundred members of the Rochester (N. Y.) Motorcycle Club participated in the club's first annual outing at Grand View beach on Sunday, 11th inst. In the morning the motorcyclists essayed to teach the Grand View baseball team a few things about the national game, but were beaten 8 to 2, and in the afternoon a program of athletic sports was held.

### Fort Collins to Have a Club.

Fifteen motorcyclists of Fort Collins, Col., have formed the Fort Collins Motorcycle Club. For the present efforts will be concentrated on increasing the membership to a point where the club will be eligible to apply for affiliation with the F. A. M.



## ON SMOOTH NEW ENGLAND ROADS Springfield Riders Take a Delightful Run to the Brattleboro Region.



Among the first of the informal autumn runs which are included in the activities of the Springfield Motor Club, of Springfield, Mass., was a jaunt taken by several members of the club on Sunday, 11th inst., to Brattleboro, Vt., and return, a distance of 120 miles, and the trip was so delightful that the participants eagerly are outlining some more of the same sort in the excel-

and the overshadowing foliage. Thence the way led straight from Northampton to Deerfield, although as an alternative on the return trip another road was taken, by way of Sunderland and Amherst.

Unromantic and devoid of sentiment as the onion may be in its suggestion, the landscape now is given a most charming touch of coloring by the great quantities of onions in this section, which assume brilliant reds and yellows as they undergo the

At about 3 o'clock in the afternoon the party started home toward Springfield again, and as some of the members had forgotten lamps or carbide, they set a pace which precluded anyone's loafing, everybody arriving in Springfield by 5 o'clock.

"Pictures cannot tell how beautiful the scenery is in and around Brattleboro," according to R. H. Ellingham, the superintendent of the Hendee factory, who was a participant in the trip. "One must see it



WAITING FOR THE LAGGARDS, NEAR NORTHAMPTON



BOWLING UP THE HILL TOWARD GREENFIELD

lent touring round which New England affords. Gathering in the morning at the factory where Indian motorcycles are built, the excursionists made their next stop in sight of the Summit House, half way up Mt. Tom, the latter being so substantial and sizable an elevation that it may be seen for some 30 miles around.

Lining up to have their photograph taken, the motorcyclists found that in machines they numbered seven, while in people they numbered eight. The answer was one tandem, with man and wife. After the

curing process. No more pictures were taken until on a good stretch of road leading into Greenfield it was thought a suitable time and place to catch the tourists on the wing, and they are shown as they appeared in "full flight."

Trouble was confined to punctures in the tires of one machine, examination showing a nail in the rear tire and a couple of pins in the front tire. An inquest was held over the tubes, as to whether they should be replaced, and the coroner's jury was photographed as it deliberated over the matter, as shown in the second of the small pictures. The tires of the unfortunate machine were quickly put in order, and the trip resumed.

By the time Brattleboro was reached all the films in the camera had been used, a situation which caused considerable regret when the beauties of the Vermont scenery thereabouts unfolded itself to the visitors. At the Brooks House, in Brattleboro, a turkey dinner was ready, and the male members of the party were delighted to find that the waitresses were fully the equal of the scenery in point of beauty. Not only that, but at least one of the motorcyclists made such an impression that he got a double portion of turkey set aside for him in the kitchen as an evidence of interest and spontaneous affection.

for himself. This is the season for a vacation motorcycling trip if ever there is one, as the air is perfect and the roads at their best. My idea is that for a realization of the ideal in motorcycling, one should buy a machine with the latest improvements and should not go over 30 miles an hour at the most, with an average of about 15 miles per hour all the time.

"Another thing of which I am convinced, is that if motorcycle dealers, instead of arguing and persuading people that motorcycles are desirable, would take men and



FOURTEEN EYES ON THE CAMERA MAN



A PROBLEM IN PUNCTURED TUBES

camera had clicked, the journey was continued over the beautiful roads that lead through Easthampton and Northampton, and it was near the latter that another stop was made for a snap-shot, the results of which are revealed in the larger picture at the left, showing the smooth road surface

women out on some such trip as we took, there would be no necessity for argument or persuasion. I do not believe the dealer would have to say a word after such a trip. All he would have to do would be to accept the customer's money for the machine."



**Surprise When Motorcyclist Falls.**

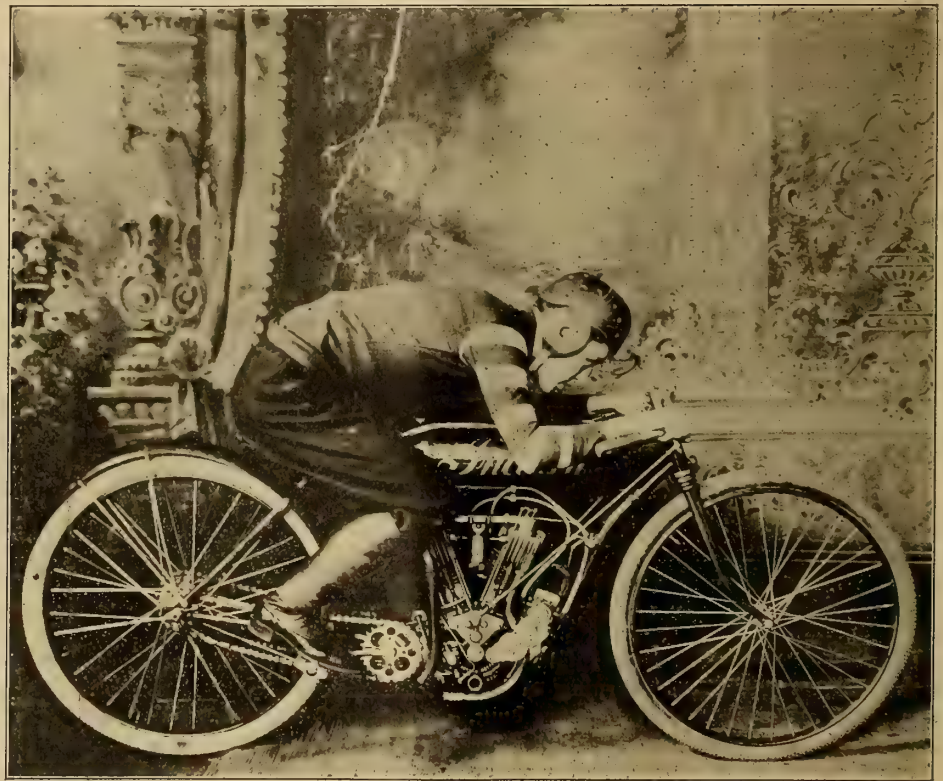
While it is a pretty well known fact that the khaki suits which motorcyclists wear are quite capacious, the real extent of their net tonnage has been somewhat indefinite until last week when it was discovered in an unusual and accidental manner. Incidentally it would appear that some thirty residents of a prohibition Michigan town were evading the excise law and satisfying their thirst with the aid of a motorcycle that is being used as a sort of underground

questions as to his injuries proceeded to feel in his pockets. He drew out some pieces of brown glass from one pocket and then another. Then there came something that made the spectators even more interested—an unbroken bottle of beer! Another and another followed, while at intervals came pieces of broken bottles. The precious containers were deposited on the pavement until the vicinity began to resemble the bottling room of a brewery.

Gradually the cargo was unloaded and at

**Won a Bride but Lost a Bicycle.**

Winning a bride and losing his pet bicycle all in the same week was the mixed experience of Dr. Henry S. O'Neill, a veterinarian of Jamaica, L. I., last week. Before the happy matrimonial event occurred the alleviator of equine pain arranged to leave his bicycle in the tender care of his friend, Tony Paradiso, a tonsorial artist of 352 Fulton avenue. Tony, however, did not prove a very vigilant custodian of the machine, for only a day or so after it was

**FORTY YEARS AGO AND NOW, OR A CONTRAST IN POSTURE.**

Whatever pride is felt by the possessor of a modern motorcycle is more than matched by that which was felt in the 'Sixties by the proud owner of a "bone shaker," as the irreverent not inaptly dubbed the two-wheelers of that day. The picture at the left is one which was taken

in Cleveland, O., when the privilege of being photographed on one's own "bone shaker" was to be envied; while that on the right is a picture of "Chic" Thomas, the motorcycle champion of Maryland, in up-to-date racing togs. In justice to the earlier rider, it must be admitted that he

appears to have the advantage in point of attitude and grace, so far as "looking pretty" before the camera is concerned, even though the motorcyclist's pose is suggestive of the speed possibilities of the present day machine with its five or seven horsepower propelling force.

railroad. During a recent rainstorm in Pontiac a motorcyclist was observed making his way skittishly along the wet and slippery street. He was a stout person and hummocks and acute corners protruded from his apparel as if he were carrying quite a load. Later developments confirmed this supposition.

With much effort and slow progress he managed to keep the machine right side up until almost through the business section, when a sudden skid precipitated machine and rider to the pavement. Bystanders who had taken shelter from the rain in nearby doorways, forgot the leaking sky and rushed to the rider's assistance. He pulled himself to his feet and ignoring all

length 22 unbroken bottles were side by side in the street. About this time the rider commenced to give evidence of being uncomfortable from the contents of five bottles of the fluid which had soaked through his clothing and trickled down his legs. Then for the first time he consented to speak and said that he had come out from Detroit with 27 bottles, five of which were broken. He declined to give his name or destination, and silently packed the undamaged portion of his load in the recesses of his clothes and gingerly mounted his machine, which had been lying in the street. Then the unknown slowly disappeared up the street, toting his liquid joy. Prohibition Pontiac still is talking of it.

left in his care it disappeared from the hallway leading to his shop. Tony reported the theft to the police, who are so familiar with the lost property that the thief will have small chance of using it in that vicinity unless its appearance is materially altered.

**Caught Between the Trolley Tracks.**

That riding a bicycle between trolley tracks is a dangerous practice as well as a violation of the local traffic rules was duly impressed on Daniel Brooks, 17 years old, of Philadelphia, on Monday of this week. Brooks, while attempting to turn out, collided with a trolley car and sustained contusions of the knee and hip.



# Cycling Holds Sway at Smith College

Contributing to the fun and enjoyment of college life, cycling is in high favor at Smith College, that dignified institution of learning in Northampton, Mass., where young women, not only from all parts of



FIRST CHOICE GETS THE BEST

the United States but from foreign lands, spend several years of their lives imbibing knowledge for the improvement of mind, morals and manners. Fortunately the bicycle is one of the things that meet the approval of the college authorities, whose vigilance in overseeing the private lives and welfare of the students amounts almost to espionage. In fact, not only does the college permit cycling, as a healthful outdoor recreation, but no small number of the members of the faculty, including men and women, are themselves ardent cyclists.

On any pleasant day groups of Smith girls may be seen mounting their machines,



OFF FOR THE TENNIS COURTS

some with tennis rackets in their hands, going to play at the Allen Field; others riding off into the country, to return with bunches of wild flowers and with sun-burned faces; and others, with handle bars loaded with bundles, setting out on a "bacon bat."

Selected because of its terrifically abandoned suggestion of dissipation, a "bat" in Smith College parlance is what might be termed an innocuous and highly refined edition of a "bat" such as signifies a periodic drunkard's staying out all night, and represents the same spirit of escaping dull care and serious thoughts by a temporary excursion away from the humdrum of every day affairs. And a "bacon bat"

is such a physical and mental excursion, in which bacon plays an important part, together with other supplies, like rolls and coffee, and very often a bottle of cream.

It is on a "bacon bat" that the bicycle is at its best in Northampton. The supplies are carried on the front of the bicycles, in carriers, and there is no tiresome waiting for trolley cars or rushing after them. The excursionists go at whatever pace they please, and are not bound to trolley routes or schedules.

Many of the girls own their own bicycles, but the cycle dealers, knowing the college ways, have provided plenty of machines that may be rented at any time. There are many delightful places within cycling distance of Northampton such as Hatfield, where the founder of the college



A "PHOEBE SNOW" WHO CYCLES—

lived; Easthampton, Amherst, Florence, Old Hadley and many other localities rich in associations. The tea room is no unimportant factor in the life of the Smith College girl, and when she goes cycling she cannot escape it. There is Barnstable and Ye Rose Tree Inn, which may be reached quickly on a bicycle, and as the radius from the college extends, more are brought into the list.

Not all the girls who arrive at Smith at the beginning of the year can ride, but although cycling is not included in the official curriculum, the art or accomplishment is learned with more facility and readiness than any of the things taught in



—AND A PITTSBURG DEVOTEE

the classes. Converts to cycling, however, are not confined to the students, as faculty members who never rode before are be-

coming interested and are taking to the ways of other members who have ridden their machines regularly for many years.

There was a time when the livery stables used to get the business that now goes to



BOUND ON A "BAT" MISSION

the cycle dealers or that is saved in cash by the girls who have their own machines.

If a "bat" were contemplated, the livery man had to be consulted first, in order that the necessary vehicle could be provided, and it might happen that some other group had arranged for an outing on the same day, so that the "bat" would have to be given up or postponed. With the "bat" thus made a more or less cut and dried affair, to be arranged for long in advance and according to the exigencies of the livery man's facilities, it could not be the happy, impromptu outdoor revel that is possible with the bicycle as the means of transportation.



WITH STEEDS THAT ARE PATIENT

If the cycle manufacturers themselves shrewdly had "planted" a propaganda that was designed to encourage cycling among women of the right class, they could not have hit upon a better plan than encouraging cycling at such an institution as Smith, whose graduates disperse to all the states in the Union and most of whom take positions of importance and responsibility in life, by marriage or by independent careers as teachers, writers, missionaries or otherwise in the list of professions open to women. With pleasant recollections of cycling at college, they would be in a position to create a powerful general sentiment favorable to the sport and the use of bicycles by girls and women.



## RETURN TRIP GETTING ROUGH FOR DAVIS

After Finishing Eastward Cross Continent Journey on June 19 and Starting Back on September 6, He Again Finds Tough Going—Becoming Accustomed to Being Lost.

Marengo, Ia., September 19.—After waiting in Syracuse, N. Y., for a day in order to let the roads dry up, I left there on a cold morning in company with J. F. Finmore, an Indian rider of Syracuse, who went with me as far as Camillus, N. Y. The air was crisp and sharp and the roads were good, giving us a most enjoyable ride. In fact, the roads were good all day, except around Seneca Falls, which was reached after crossing the beautiful Cayuga Lake in a ferry boat.

The principal excitement of the day was when an automobile crowded me into a ditch and caused a spill on a bad hill. But my free engine clutch was on the job and enabled me to start in time to give that automobile my dust; and you bet I did.

That evening I arrived in Buffalo early, and had the pleasure of meeting Mr. Black, who is touring the eastern states on his machine. Next morning we rode to Niagara Falls and spent three pleasant hours together. We then returned to Buffalo, where we parted—he for the East and I for the far, far West. I got lost getting out of Buffalo. In fact, I took the wrong road several times, but was able to get to Erie, Pa., early the same day, after meeting about 25 of the Erie Club boys on their club run. They accompanied me to Erie.

Again the advantage of the free engine clutch was demonstrated to me about 30 miles east of Buffalo when I tackled a steep hill with a hair-pin turn that was not only very muddy but was banked the wrong way. In my anxiety to avoid a spill I forgot about the clutch and shut off my engine. However, because of the clutch I was able to start again with ease and to reach the top O. K.

From Erie to Cleveland was a very easy half day's run, although I did find plenty of sand and some poor roads. On this part of the trip, also, I won further claims on the leather medal as champion at getting lost. I seemed to take the wrong road at every chance, although I previously had traveled over this same route on my way to New York. On this day I had a fall that landed me on my head in the sand, but the head seemed hard and the sand was only dented. A farmer who saw the tumble said he thought I was dead. Nevertheless, I was delayed only long enough to get some of the sand out of my hair. Arriving in Cleveland at 2:10 in the forenoon, I found that by Cleveland time it was only 1:10. I had forgotten to set my watch at Erie, where the time changes

from Eastern standard to Central standard time.

Next day, Cleveland to Toledo, was another easy day, although, as usual, I lost my way several times, even riding about four miles past a bridge to cross to Toledo. But I am getting accustomed to this getting lost and do not mind it much now except that I am traveling many unnecessary miles. The principal incident of the day was when I ran over a pig and fell on another pig. The pigs and I were all lucky, as we escaped serious damage.

In Toledo I was glad to meet some of the boys that I had got acquainted with on my previous stop, and when I was ready to leave they showed me the best roads to take. Earl Hess rode with me as far as Archibald, 60 miles, which we made in two hours and ten minutes, but the good roads gave out later and I found pretty hard going, with plenty of sand. After covering 145 miles by noon, I found that I would be unable to reach Chicago by night, so I stopped in South Bend, Ind., at 5 p. m., tired and sore. It was one of the hardest days of my trip, and the cyclometer registered 193 miles, which is the biggest one day's mileage to date.

South Bend to Chicago was a comfortable ride of half a day, over good roads, and was uneventful. My machine ran perfectly and looked good for the balance of the trip, but I decided to give it a thorough overhauling and cleaning before going into the country where motorcycle parts are scarce. I was pleased to find that the "insides" were in fair condition and few repairs were necessary. As a diversion from my labors I went to a show with C. P. Hawkins. I met a fellow who told me he was going from Chicago to Los Angeles on a motorcycle, but some way we did not make connections and I am still going it alone.

Leaving Chicago on Saturday afternoon, I put up at night in De Kalb, Ill. On the journey I lost my cyclometer but was fortunate enough to have another one, so that I could smile at such a trifling incident. I was more seriously concerned, however, when going from De Kalb to Davenport, Ia., the next day, to find that the cyclometer striker was not hitting right and had completely demolished the star wheel on the instrument, so that I am completely out of business now as to keeping an accurate count of mileage until I get another cyclometer. I have to inquire distances and guess the mileage as nearly as possible.

At Crescent, Ill., my rear tire picked up a souvenir in the form of a shingle nail that went through both sides of the inner tube and punched about a dozen holes on the inner side. This was my second real puncture, the first being caused by a large-headed tack which my tire acquired near Cleveland. Both punctures were in the rear tire and I still am carrying New York air in my front tire. The tires are Morgan & Wright white rubber basket tread, the same kind that I rode from San Francisco to New York, and show very little signs of wear so far.

West of Chicago the going is not so good as east of there, but I had little trouble after leaving the Windy City, until cross-the Mississippi at Fulton. There my troubles began, with roads that are very rough and sandy, and that have many difficult hills. The hills are not so steep but have a bad riding surface. My route from Fulton was along the west side of the big river, southwest to Clinton and Davenport, where I stopped Sunday night.

Believing that I would have beautiful roads, I started out in fine fettle, but my disappointment was keen when I found it had rained on Sunday night and that the roads were slimy clay. It is easy to guess that my machine, while going up a steep and sticky hill with the throttle wide open decided to go down again. When I picked it up, the front was pointing down hill, showing that my mount wanted to return to Davenport.

After four hours of this kind of riding, the roads became dryer but the going was very rough, with more than plenty of sand. In fact, the day quite wiped out the recollections of any previous hard rides, and I entered it as the hardest day of the trip to date.

VOLNEY DAVIS.

### Cycling from San Diego to New York.

Emulating the example of so many others who are taking part in the transcontinental movement which is making the old trails busier with traffic than in the days of '49, H. F. Frodel and H. E. Thomas, two cyclists of San Diego, Cal., are jogging eastward at the rate of about 50 miles a day, and at last reports were well on their way from Omaha to Chicago. They left San Diego on May 15th and expect ultimately to reach New York City. As they journey overland, they endeavor to boost the project for an exposition in San Diego in 1915.



## FLOOD, FIRE AND HUNGER BESET HELGESON

Trans-continental Motorcyclist Who Left Los Angeles on June 6 for New York Tells of His Hardships and Narrow Escapes in Idaho and Montana—In the Burning Forests.

My lonely trip having been carried to the trail of the Big Bitter Mountain Divide, I had been forced to camp in the middle of the path during a heavy, all night storm, accompanied by thunder and lightning, which along with the smoke from the timber burning, not far off rendered the atmosphere stifling. My slumber had been interrupted by the flood from the mountain road finding its way into my sleeping bag, enforcing upon me an all night vigil.

Morning finally dawned. By that time the rain had stopped, but it was too damp to make a fire. The canvas tent and sleeping bags were as wet as saturated sponges, but I finally strapped them on and started up the trail without breakfast. The rocks grew less numerous and troublesome, but I was no better off, for mud took their place. Trusting to the two-speed and free engine, however, I finally reached the top, the divide between Idaho and Montana. No other type of motorcycle, regardless of power, could have made that journey from Murry, Idaho, to Thompson Falls, Montana. I pedaled up, so I supposed I could ride down and coast. Just beyond the summit, however, the rocks became thicker again and the road grew so steep that when I set my brakes to lock the rear wheels, I still slid along with dangerous speed. I then took a rope from the saddle bag and fastened it to the pedal and over my wrist, so as to hold the brake on. Holding back on the handlebars, I walked downward for ten miles, after which the grade diminished so that I was able to ride. Any number of streams crossed the trail and in some places followed it a mile or more. About every half mile I was obliged to stop in order to pour water over the brake to prevent its being burned out.

At last I got stuck in a mud hole. The rear wheel was buried to the hub, owing to the fact that it was carrying 150 pounds extra weight. As for myself I was in the muck up to my knees. Nothing but prying with a pole, using large rocks as a fulcrum, enabled me to work the motorcycle clear. Starting again I had not gone far before I reached two log trail bridges that had both just been burned out, despite the heavy rain the previous night. Timber was still burning thereabouts. I tried to cross the creek at the point where the first bridge had been located, but got stuck, as big logs and rocks were scattered in every direction. I was obliged to move some of the burning timber so that the cinders would not fall on the gasoline tank.

Bemoaning my luck, I left the machine and started on afoot, empty handed, hoping to find fire fighters further down the trail. After going about a mile, I suddenly came across five soldiers who went back with me. It required the combined strength of the six of us to get the motorcycle through the two creeks. They told me that but for the rain I should never have been able to get through, on account of the forest fires. Once over the streams, I soon reached the soldiers' camp, where the cook, upon learning of my famished state, told me to help myself. I ate ravenously after my hard trip, having been without supper as well as breakfast.

At last I got off the trail upon a so-called road from a mining camp, which I followed until I reached the north branch of the Columbia river. There I took a ferry to Thompson Falls, which lies well over the Montana line. It took me three-quarters of a day to cross the Bitter Root mountains, although it was only 30 miles. I was told, however, by people living at the foot of the grade that I was the first man who ever crossed it with a motorcycle. One 60 horsepower automobile managed to do it, this year about 50 cars having been obliged to turn back. It took the high powered car four days to accomplish the stunt. The settlers told me they dreaded to make the trip on horseback. Never will I forget Bitter Root mountain.

After eating dinner I mounted and rode over some very rough country to Plains, where I arrived at 5:30 p. m. The total distance for the two days was 48 miles. Stock raising is the principal business at Plains, the land not being adapted for farming. There I learned that automobilists were obliged to ship their cars, since there are no ferries and the bridges had mostly been burned. Besides, the roads are terribly rough. The only ferry boat was at Flat Head Indian reservation, and that had been sunk. Sunday proved to be a wide open day in that community. It was difficult to gain detailed information as to the bad roads, so I determined to take no chances, and accordingly shipped my motorcycle across the worst stretch, finally riding it over the smooth roads to Livingston, where I expected to stay a few days.

Imagine my surprise upon reaching Livingston to learn that motorcycles were not admitted. Accordingly I was forced to continue on my way. The roads thereabout were hilly, but hard enough to afford fairly good riding. Three miles east

of Big Timber, Montana, I was misdirected and so went 19 miles out of my way over the steep grades. Retracing my steps I undid the damage, only to fall into a similar predicament, owing to the twisting of a signboard by some scoundrel. I kept going in the direction the sign board read until I reached a small ranch and made inquiries.

The owner told me the nearest way to reach the main road was to ride a cow path through the woods. I took his advice, but found about a dozen gates which had to be opened. Besides, the path was so crooked it seemed in some places as if I should have to ride around a tree twice. Deep ruts were another annoyance. Thanks to the latter, one pedal was so bent I could not set the brake. Finally by the aid of a pole I sprung it back. In spite of all these handicaps I got back on the main road without much delay and began to make up for lost time.

I was now getting into interesting country along the beautiful Yellowstone river, where it was less hilly. Masses of table rock stretched along on the left and the river to my right. At one point I overtook a party of campers who had two big wagons, carrying an immensely large outfit. They were headed for the Yellowstone Park. Pushing forward, I continued until I reached a little creek, half a mile from Columbus, where I stopped for the night, with a couple of other Yellowstone campers, after having covered 96 miles since leaving Livingston.

The next morning I got a late start, it being nearly 11 o'clock before I was off. The roads were dusty, but I reached Billings at noon, just in time, in fact, at is began to rain as I rounded into town after a 45 miles jaunt. Accordingly I stopped in Billings until the next day.

Leaving Billings late in the morning I found the roads very rough and rocky and also muddy in spots. I overtook a traveling photographer and camped with him for the night on Spring Creek in the Indian reservation, 17 miles from Custer and 35 miles from Billings. While the photographer's wife was getting supper, I climbed up the rocks with the picture taker and discovered a cave. While I remained outside with my gun, he crawled inside for 25 feet and returned with the complete skeleton of a human being. There was nothing to indicate how it came there. Outside the bones of wolves were plentifully scattered about.



Starting the next morning, the going rapidly grew worse, being full of rocks and very hilly. The road part of the time was near the Yellowstone river and at others followed the railroad. When within three miles of Myers, Mont., I broke the frame of my machine and camped for the night, after covering 40 miles. The next day I wired up the frame, rode two miles on low gear to the shop of a farmer-blacksmith, and spent all day in trying to get the break repaired. It was impossible, however, to finish the job until the next morning, when I got away at 11 o'clock.

Five hours riding brought me to Forsyth, Mont., 36 miles distant. Just as I reached that place the frame came apart again. Determining to make thorough repairs this time, the next day I stripped the frame, so that it could be brazed, which operation, requiring an hour and a half, cost me \$11, in spite of the help I gave them. It was not until the following morning that I got the machine put together again. Then the repair men had the impudence to tell me they would make no charge for storage. I paid the \$11 under protest, declaring the charge a hold up, for the brazing could have been done with gold without costing much more.

A. H. HELGESON.

#### Berthet Makes New Kilometer Record.

The best long distance riders of France met in the great 100 kilometers event at the Velodrome Buffalo, Paris, September 11, and Marcel Berthet carried off the first honors, establishing a new record of 2:05:13 $\frac{4}{5}$  against the old record of 2:05:34 $\frac{3}{5}$ . The riders were paced by tandems. Georget, the former record holder for 60 kilometers, could not keep up the hot pace set by Berthet and was lapped seven times. Brocco and Lapize also had to admit Berthet's superiority, for they were lapped six and three times, respectively. The winner received one of the greatest ovations ever given to a bicycle rider in Paris. Berthet's victory is the more remarkable as he is practically a newcomer in long distance riding, while Lapize (former 100 kilometers champion) is one of the best at the game.

#### Veteran Butler Defeats Darragon.

In a special motor paced match race between Nat Butler, the veteran American rider, and Darragon, ex-champion of France, at Marseilles, France, September 11, Butler defeated the Frenchman in two heats of three. The first heat, which went 25 kilometers, was won by Darragon in handy style. The second heat, 15 kilometers, Butler captured, Darragon having trouble with his pace. The third heat, ten kilometers, was Butler's by a big margin, Darragon quitting before the race was finished owing to the great lead which Butler had managed to maintain for the first six kilometers. Over 5,000 people saw Butler's victory.

### THREE PERFECT IN WAUKEGAN RUN

Six of the Ten Contestants Fail to Finish  
—Cattle Forcibly Resent an Intrusion  
by Motorcyclists.

Maintaining an 18 miles an hour schedule with clockwork regularity over 180 miles of gravel roads of northern Illinois, three of the ten men who started in the Waukegan (Ill.) Motorcycle Club's first annual "endurance contest" on Sunday, 18th inst., finished the test with perfect scores. The trio of perfect performers were G. Curry, Torpédo; E. Hinman, Minneapolis, and G. W. Lewis, Yale. O. Unger, Indian, the only other man to finish was penalized 40 points.

With the exception of a ten miles stretch of dirt highway, the course was over excellent roads with a few stiff hills. Leaving Waukegan the riders went through McHenry to Woodstock, the first control. From here the route led northward to Howard, then doubling on itself back to Woodstock, where the men again were checked. The next leg was southerly to Algonquin and over the famous Algonquin hill and on to Elgin, the third control. The homeward run was via Barrington, Lake Zurich, Half Day and Libertyville.

Several of those who failed to finish got lost while others had so much trouble as to put them far behind, and they "chucked it." Lewis, one of the perfect men, had a close call from being put out of the contest in a mix-up with a herd of cattle. The bovines resented his intrusion among them, by forcing him to dismount, and one of them went so far as to step on one of the rear stays of his machine, leaving a substantial kink as a reminder of the incident. Curry, whose machine was four years old and the lowest powered in the run, surprised his fellows by his steady, consistent riding; and he was on the dot at all controls.

#### Brooklyn Cyclists Card an Outing.

With entry fees at 10 cents for each event, and all cyclists and clubs welcome, an outing and carnival of sports under the joint auspices of the Century Road Club of America, the Empire Wheelmen and the Century Road Club Association is to be given on Sunday, October 2d, at Dexter Park, Brooklyn, N. Y. The regular events include a 100 yards bicycle slow race, a one mile club relay, a medley race and a number of novelty races and athletic contests, but the two special events which are looked to for the real excitement are a five miles club team cycle race for a championship pennant and a three miles bicycle handicap, under N. C. A. sanction, for ten attractive prizes. The entry fee for these two events has been boosted to the enormous figure of 25 cents. The three miles

handicap is for outsiders, and no member of the three clubs is eligible. The entries close on the 26th inst. with Victor J. Lind, 223 Sixth avenue, Brooklyn. Riders from Brooklyn will assemble at Prospect Park Plaza at 8:45 a. m. and the New York riders will meet at Columbus Circle at 8 a. m., proceeding down Broadway, over the Manhattan bridge to Brooklyn, up Fulton street to Flatbush avenue to Prospect Park Plaza. The New Jersey riders are to meet the New York delegation at the Manhattan bridge at 8:20. From Prospect Park the procession makes its way to the park, at Jamaica and Drew avenues, where the events are scheduled to commence at half past ten.

#### Germany Creating "Over-Champions."

While it always has been supposed that the championship in bicycle racing was the highest honor to which a rider could attain, the present war which German cycling promoters and riders are conducting against the U. C. I., the European governing body, has produced a title which in name eclipses all others. Herr Knorr, the lessee of the Steglitz track, Berlin, in announcing a motor paced contest, grandiloquently terms it for the "over-championship of the world," whatever that may be, and in addition to a gold medal the winner will receive the sum of \$750. The total prize money for the race amounts to \$2,900, and it is the general opinion that Knorr, by an extravagant use of money, is endeavoring to lure riders from the U. C. I., with which Germany now has nothing to do.

#### Georget Captures the "Bol d'Or."

For the fifth time, and for the fourth time in succession, Leon Georget won the "Bol d'Or," the classic French 24 hours race, at the Velodrome Buffalo, Paris, on August 28th. He covered 923 kilometers, 200 meters. Lafourcade was second with 876 kilometers 300 meters. Shirley and Combes, who had been considered dangerous rivals of Georget, were so far behind that before the race was half over it was clear that they had no chance of winning. They finished more than 120 kilometers in the rear of Georget. As all previous "Bol d'Or" races, this year's event was tandem-paced. The average speed of Georget for the 24 hours figures out at a little over 23.8 miles per hour. An enormous crowd witnessed the race.

#### Lavalade Takes U. V. F. Grand Prize.

The Grand Prize of the U. V. F., contested for in Roubaix, France, on September 11, over 100 kilometers, in three heats, of 20, 50 and 30 kilometers, respectively, was won by Lavalade. He would have won the first heat with ease had not his tire exploded when but 900 yards from the finish. This mishap permitted Parent to pass him and win the event. Lavalade, however, captured the remaining two heats by big margins.



## USUAL SPILL AT OLYMPIC PARK

**James is the Victim in Third Sunday's Accident—Goerke and O'Brien Prove to be the Topliners.**

For the third successive time the New Jersey Motorcycle Club's weekly meet at Olympic Park, Sunday, 18th inst., was marked by an accident. William James was the victim and suffered a scalp wound and a split forefinger. James was riding the first heat of his match with O'Brien, and in the last lap struck the embankment on the turn and went down. The match was called off.

Walter Goerke and Howard O'Brien were the chief luminaries of the meet, the former taking two events and the latter one. O'Brien also established a local track record in the five miles handicap, going the route in 5:54½. Four started in the ten miles pursuit, Goerke being on scratch. He easily disposed of two men at the end of three miles, but O'Brien proved more elusive. He had too much leeway for the distance and was about a quarter mile ahead at the end of the ten miles, but as Goerke had gained 14 seconds on him, the latter was adjudged the winner.

Goerke scored again in the ten miles handicap. Six started, Ayrault, the limit man, getting 2:30 handicap. He made the most of it and the latter had to do some tall riding to catch the longmarkers. He proved equal to it, however, steadily mowing down his rivals until but one remained—Kluczek, Harley-Davidson. He was nailed on the homestretch, Goerke winning by 40 yards. O'Brien looked promising but was retired with engine trouble.

Due to faultless handicapping the five miles handicap proved the best race of the day, less than two seconds separating the first four men. Brand had the limit, 1:35; O'Brien had 15 seconds, and Goerke was on the honor line. While some of the men in front died early, MacDougall and Kluczek led O'Brien and Goerke a merry chase. O'Brien just managed to tag both of them at the tape, while Goerke had to be content with fourth. A blanket would have covered the quartet at the finish.

Much amusement was furnished by the riders in the two miles novelty, Peter Boschen, Indian, proving the best pie-eater and sprinter. Herbert Ayrault, Merkel, earlier in the day qualified for future honors by capturing the three miles novice. Kluczek, on a Harley Davidson, managed to get second in the same race and showed still better speed in the subsequent races. The summary:

Three miles novice—Won by R. A. Ayrault, Merkel; second, W. J. Kluczek, Harley-Davidson; third, A. Bryant, Merkel. Time, 4:38½.

Five miles handicap—Won by Howard O'Brien, Indian (15 seconds); second, E. C. MacDougall, Merkel (45 seconds); third, W. J. Kluczek, Harley-Davidson (1:30). Time, 5:54½.

Ten miles handicap—Won by Walter Goerke, Indian (scratch); second, W. J. Kluczek, Harley-Davidson (3:00); third, R. Ayrault, Merkel (2:30). Time, 12:14½.

Two miles novelty—Won by Peter Boschen, Indian; second, C. Hersh, Indian; third, W. J. Kluczek, Harley-Davidson.

Ten miles pursuit—Won by Walter Goerke, Indian; second, Howard O'Brien, Indian. Time, 12:16½.

### Runs Amuck at Kalamazoo Meet.

Two men were injured, one of them probably fatally, in the motorcycle races held in connection with the automobile races at the Recreation Park, Kalamazoo, Mich., Wednesday, 14th inst. While riding a five miles match against Joseph Poisson, Isaac Adams took a turn too fast, lost control of his machine and crashed into the fence. His face was crushed and he was hurried to the hospital, with slight hopes for his recovery. John Reagan, a spectator, happened to be in the path of a flying post that was broken off by the collision, and sustained a fractured leg. It was announced that a purse of \$135 would go to the winner, which if true makes the men professionals despite the fact that the race was unfinished. In the five miles for singles, Arthur Lemon's Merkel after gaining a good lead ran dry and Lawrence Blood, Harley-Davidson, romped home an easy winner. Earl Lester, Excelsior, beat William Wooden, Yale, for third. Time, 6:35.

### Poisson Peerless at Grand Rapids.

Joseph Poisson, riding an Indian, was the whole show in the motorcycle events at the automobile meet at Grand Rapids, Mich., on Friday, 16th inst. He won the five miles race for singles in 7:41½, easily defeating Dayrell, R-S, and duplicated in the five miles twin class, in which Henry Stewart, Indian, was second. Time, 5:28½. Poisson then rode an exhibition mile in 59¾ seconds.

### Oberwegner Wins at Bowling Green.

Starting from scratch, O. J. Oberwegner, Toledo, O., riding a Yale twin, won the ten miles handicap motorcycle race at the Wood county fair, Bowling Green, on Tuesday, 20th inst., by one and one-half miles. L. L. Lozer (40 seconds) was second and O. N. Hitchcock (35 seconds) third. The race was held on a half mile track.

### Ours and Tichenal at Clarksburg.

Two motorcycle races were held at the Clarksburg, W. Va., fair on Thursday, 22d inst. James Tichenal won the two miles event and W. W. Ours claimed the five miles race. Ten thousand people were present.

## ST. YVES INJURED AT CLIFTON

**French Marathoner Makes Motorcycle Race Debut with a Bad Tumble—Moran Trims Collins.**

Henri St. Yves, the former Paris waiter who achieved glory and gold as a Marathon runner when that sport was in its zenith in the East last year, changed his calling again last Sunday, 18th inst., at the Clifton (N. J.) Stadium and signalized his maiden appearance as a professional motorcyclist in a most sensational manner. In fact, St. Yves can thank his lucky stars that he is not wearing a "wooden overcoat." While flying around the bowl at a 56 second clip in a match pursuit with Carl Ruden, the veteran pace maker, he shot up the bank in an attempt to pass Ruden. The momentum was so great that St. Yves' machine scraped the sideboards in front of the bleachers and a chain snapped. In the crash the Frenchman lost control and the machined wobbled wildly around the track, narrowly missing Ruden. Women fainted as the wild machine and helpless rider careened. At "dead man's curve" St. Yves, who up to this time had managed to avoid colliding with anything else, lost all control, the front wheel was wrenched around and collapsed, and man and rider slid along the boards for several yards. He was unconscious when picked up, but later revived. He escaped with a few bruises.

As if this were not enough "heart disease" for one day, George Wiley, the Syracuse "messenger boy," gave the crowd another attack of nerves in the 25 miles motor paced race. He had two bad falls, the second coming in the twenty-first mile and putting him out of the race. James Moran and Elmer Collins kept each other on the jump with a series of spurts, which culminated in a victory for the former, who beat Collins by four feet in a sizzling wind-up.

In the mile handicap William Coburn, with 35 yards, arrived first at the finish, while Chris Scheller collected second money from the 25 yards mark, and Ernest Jokus, with a similar allowance, was third. Fred McCarthy, of Toronto, was the king bee in the five miles open, with Tom Smith, Newark, the runner-up, and Jokus again in third berth. The summary:

One mile handicap, professional—Won by William Coburn (35); second, Chris Scheller (25); third, Ernest Jokus (25). Time, 0:38.

Five miles open, professional—Won by Fred McCarthy; second, Tom Smith; third, Ernest Jokus; fourth, John King. Time, 12:06½.

Twenty-five miles motor paced, professional—Won by James Moran; second, Elmer Collins; third, George Wiley. Time, 36:56½.



## ACCIDENT MARS GUTTENBERG MEET

**Hopp Crashes Through Fence as Result of Looking Backward—Chapple Rides Brilliantly—Good Handicapping.**

The most disastrous crash which has occurred at the Guttenberg (N. J.) track this season took place on Sunday, 18th inst., and came in the very first race, the mile novice. F. W. Hopp, of the Harlem Motorcycle Club, who was riding a 5 horsepower Indian twin, came to grief by violating that most important of racing injunctions—against looking back—and now lies in the North Hudson hospital in a serious condition.

When Hopp came into the back turn he was running wide open and made the mistake of taking the outside of the track without slowing down. He barely cleared the outer rail, and when he seemed to have things well in hand he made the error of taking a backward look. Immediately the machine got beyond his control, and before he could regain the mastery the fast flying steed of steel rammed the fence head-on and tossed its rider twenty feet. Although the "railbirds" saw the crash, the officials did not become aware of it for some time, and Hopp's non-appearance was laid to some failure of his machine. When the facts became known a car containing a physician sped to the scene, followed by throngs of spectators. Although conscious when picked up, it was clearly evident that Hopp was seriously hurt. An examination disclosed several fractures of the right leg, badly wrenched back and shoulders and a deep gash across the forehead. Despite the intense pain he suffered he never whimpered while being taken to the hospital, where he now is resting comfortably.

When the track was cleared the program was resumed, and the spectators saw some of the best sport the track has produced this season. A. G. Chapple had his Merkel in an obedient mood and captured both professional events in highly sensational fashion.

The five miles professional pursuit was a masterpiece of handicapping and produced action of a rare sort all the way. Chapple with a 7 Merkel was on scratch, Seery on a 7 Indian was at the quarter post and Robinson on a "T. T." Indian 5 had five-eighths leeway.

The fireworks were touched off right from the start, the trio all cutting out a hair raising clip. There was some sensational work on the turns, clouds of dust being raised by the skidding machines as they rocked and swayed in dangerous fashion. Chapple had the fastest mount and gained from the start on Seery, who lost ground by riding wide on the turns. Seery had to do this owing to the long wheel base of his machine and the fact that the

buttons were worn off his tires. He was nailed in the fourth mile and then commenced a relentless chase after the fleeing Robinson. He kept out of reach until the homestretch was reached on the last lap. Here Chapple's machine literally seemed to take wings and flew over the ground at a terrific rate, tagging Robinson 10 yards from the line. Time, 5:10½. The last mile was reeled off in 58½ seconds by Chapple. Robinson crossed the tape a fraction of a second later.

The 25 miles professional was cut to five miles, because the box office was lean and the riders refused to ride long distances for small purses. Chapple, Seery and Robinson made a flying start, with Robinson on the pole. Chapple, who had the best of the start, commenced to "beat it," as usual, with Seery at his heels. Robinson's machine appeared to be a little off its feed



and was unable to hold the others. In the early stages it was see-saw between Chapple and Seery, with the former eventually pulling away. Seery's machine slowed in the last lap, and Robinson passed him, taking second. Chapple won by one-fourth of a mile. Time, 5:06.

Eight started in the 20 miles for trade riders, and this also proved highly exciting. Frank Hart on Chapple's fast Merkel started to make a runaway and succeeded, lapping the field at five miles. Immediately thereafter he was eliminated by a broken gasoline pipe. Mercier, Indian, who was a strong second, then headed the procession until the sixteenth lap, when he was forced to stop for oil. Guterman, Indian, took Mercier's place as pacemaker, and although the latter lost but little time and fought hard when he restarted, he never got to first again. Guterman held it safely to the end, winning by three-eighths of a mile. French, Indian, and Mercier had a pretty fight for second, but the former had more power and got the decision by ten yards.

While practising in the morning, J. U. Constant took a nasty spill and sustained a bad gash in his knee, which required several stitches to close. However he was game for the afternoon, and got a hand from the crowd for his pluck as he ran limping along trying to start his machine. About 500 people were present. The summary:

One mile novice—Won by Thomas Rice, Indian; second J. B. French, Indian; third, G. Barnes, Thor. Time, 1:27.

Five miles trade riders—Won by Ferd Mercier; second L. Campana, Peugeot; third, Frank Hart, R.-S. Time, 5:52½.

Five miles, professional—Won by A. G. Chapple, Merkel; second, W. F. Robinson, Indian; third, Frank Seery, Indian. Time, 5:06.

Ten miles handicap, trade riders—Won by Frank Hart, Indian (scratch); second, G. Barnes, Thor (2:00); third, Thomas Rice, Indian (1:30). Time, 10:42¾.

Five miles pursuit, professional—Won by A. G. Chapple, Merkel (scratch); second, W. F. Robinson, Indian (¾ mile); third, Frank Seery, Indian (¼ mile). Time, 5:10½.

Twenty miles open, trade riders—Won by L. H. Guterman, Indian; second, J. B. French, Indian; third, Ferd Mercier, Indian. Time, 23:41¾.

### C. R. C. of A.'s Century Results.

Punctures and spills were responsible for great "mortality" in the Century Road Club Association's tenth annual 100 miles record run on Sunday, 11th inst., which, as told in last week's *Bicycling World*, was won by Peter Wollenschlager, while J. Kopsky captured first time prize. The complete compilation of results shows that of the 61 starters but 24 finished. It was the second time Wollenschlager has won the annual classic, he previously having captured it in 1907. The order of finish was as follows:

Name	Handicap		Time
1—P. Wollenschlager ...	2	30	6:38:08
2—H. Naghtal .....	1	30	6:38:08
3—G. Bieregel .....	1	45	6:24:05
4—B. Baker .....	1	45	6:24:05 <sup>1</sup> / <sub>3</sub>
5—W. L. Russell.....	1	45	6:27:02
6—J. Seaman .....		50	5:50:43
7—G. Polascy .....		50	5:51:08
8—T. Lockhart .....	1	30	6:31:30
9—H. Kelley .....	2		7:03:14
10—J. A. Olson.....	1	30	6:36:32
11—H. Blanda .....		50	6:08:08
12—D. Pellicchia .....		50	6:18:08 <sup>1</sup> / <sub>3</sub>
13—J. Kopsky .....	Scratch		5:19:23
14—C. Hausenbauer (scratch),			5:19:52;
15—S. Segal (0:40),	6:05:05;	16—F. Nemzer	
(1:00),	6:25:57;	17—A. E. Rhoades (0:50),	
6:32:40;	18—J. O'Connor (1:00),	6:25:57 <sup>1</sup> / <sub>2</sub> ;	
19—C. B. Ruch (0:40),	6:16:05;	20—M. Prisinzano (0:50),	
6:43:54;	21—J. Schmid		
(1:00),	6:56:45;	22—F. Stramman (1:00),	
7:05:00;	23—E. Schuber (0:40),	6:45:20;	
24—H. Mayer (1:00),	7:13:40.		

The time prize winners were as follows: 1—J. Kopsky (scratch), 5:19:23; 2—C. Hausenbauer (scratch), 5:19:52; 3—J. Seaman (0:50), 5:50:43; 4—G. Polascy (0:50), 5:51:08; 5—S. Segal (0:40), 6:05:05.



**KRAMER BEATS CLARKE BOTH WAYS**

**Biggest Crowd of the Year at Newark to See French Style Match—Balm for Clarke and Macfarland.**

With true showman's and press agent's instinct, Floyd Macfarland in the middle of the season began to create a great stew about his protege, Jack Clarke, being better than Frank Kramer, filling not only the cycle columns of the Salt Lake papers but also breaking into the Newark papers and stirring up the animals, until the Kramer enthusiasts were aching to bite his head off. Arriving in the East in due time, after the closing of the Salt Palace saucer, at Salt Lake City, he renewed his campaign, claimed the championship for Clarke and set Newark by the ears generally.

He and Clarke cashed on this fertilization, on Sunday, 18th inst., when the biggest crowd of the season pushed its money in at the ticket window of the Velodrome in order to see Kramer and Clarke ride their widely heralded French style match race, the first of a series of three match races. Kramer won the match, but Macfarland and Clarke got the goodly percentage of the gate receipts that Macfarland had held the management up for. In fact, everybody was pleased, except that Clarke would have liked to have beaten Kramer.

The match was good sport. In the first heat both men stood still when the starting gun was fired, and simply rested against their starters, the latter holding their hands in the air to comply with the rules. Finally it was necessary for Referee Kelsey to push the riders out over the line, where Kramer, by standing still, forced Clarke into the lead. They snailed for four and a half laps, Clarke taking occasional rest up against the fence on the back stretch, and Kramer following suit each time. Once only was Clarke able to force Kramer to the front, by a sudden stop, but Kramer reversed the trick and outgeneraled the Australian all the way through. Kramer jumped at the bell lap and led Clarke in. In the second heat Clarke took the lead at once, unwound at two laps from home, led Kramer up the stretch, and then faltered about 25 yards from the tape, Kramer winning by a prodigious jump that put him in front by not more than ten inches. It made Kramer arch his back like a De Long hook-and-eye in order to beat his man, but he had donned his white silk national championship jersey, with gold embroidery, and the wise ones knew then that his rival was doomed.

Considerable interest was created in Kramer's front sprocket by reason of its having only alternate teeth, or half the usual number. Kramer read the suggestion printed in the *Bicycling World* three

weeks ago about sprockets with teeth cut out, and tried the idea. Macfarland made this the basis for protesting Kramer's win, on the ground that Kramer's mount was not a standard form of bicycle, but Referee Kelsey only smiled.

Frank Blatz practically tucked away the amateur championship in his jeans by winning the two miles national amateur championship, giving him 15 points against Jerome Steinert's 11, as Steinert only got third. One more race decides it, and Steinert would have to be first with Blatz as far back as fourth in order to tie at 16 points. Percival Lawrence took the mile pro handicap from a back mark, and Patrick Hehir outsteamed Eddie Root in the five miles open. The remaining events were only 3 per cent. alcohol. The summary:

One mile handicap, professional—Won by Percy Lawrence (110); second, Peter Drobach (50); third, Phil Wright (60); fourth, Jacob Magin (65); fifth, Fred West (40). Time, 1:53½.

Two miles, amateur national championship—Won by Frank Blatz; second, Chester Smith; third, Jerome Steinert; fourth, Herman Kjeldsen. Time, 6:03.

One mile match, Frank L. Kramer vs. Jack Clarke, mile heats, best two in three—First heat won by Kramer; time, 7:52. Second heat and match won by Kramer. Time, 3:39.

Two miles invitation, professional—Won by Floyd Krebs; second, Teddy Billington; third, Worthington Mitten; fourth, Albert Crebs; fifth, Norman Anderson. Time, 4:56½.

Half mile handicap, amateur—Won by William Pettit (45); second, Chester Smith (25). Time, 0:58½.

Five miles open, professional—Won by Patrick Hehir; second, Edward F. Root; third, Phil Wright; fourth, John Bedell; fifth, Fred Hill. Time, 10:18½.

**Pye to Manage Salt Palace.**

Next year the Salt Palace saucer, at Salt Lake City, Utah, is to be managed by Ernest Pye, an Australian bicycle rider who has made Salt Lake his headquarters for the past three years. He succeeds Henry W. Heagren, who has had matters in charge for several years, interrupted only by a couple of years of management of a track at Ogden. Pye also is slated to manage the Ogden saucer next year in addition to the Salt Palace, and this winter is to conduct cycle racing at the Pickering track in Los Angeles, where most of the Salt Lake riders, headed by Iver Lawson and Gordon Walker, went for the opening, which was scheduled for the 18th inst. While Pye may be popular with track owners as a rider and now as a manager, he antagonized a number of the Salt Lake riding contingent in urging that the benefit fund committee, of which he was a member, retain for use next year a good por-

tion of the money raised at the recent Salt Lake benefit meet, instead of devoting it to riders like Hume, Agraz, Taylor and Brazier, who at the time were hospital victims of accidents this season. The riders showed their displeasure at his attitude by having him removed from the committee, H. Downing, another rider, taking his place.

**Providence Track is Scorched.**

Starting in the training quarters, and believed to be of incendiary origin, a spectacular fire did over \$100 damage to the Melrose cycle track, Providence, R. I., Wednesday night, 20th inst. The blaze was discovered by a policeman about 10 o'clock, and two alarms were sent in, as for a time the entire structure seemed doomed. Prompt work on the part of the firemen confined the flames to the training quarters and bleachers, but the latter were practically destroyed. The track itself was badly scorched underneath, and the firemen were obliged to cut away sections of it to get at the blaze. The flames shot high in the air and drew large crowds to the scene. The track was built this spring. The loss is covered by insurance.

**Six Days Grind for Buffalo.**

Six days cycle racing, of the ten hours a day sort, is to have another inning at Buffalo, N. Y., the plans contemplating the running of the event during the week of November 14th, at the Broadway arsenal. Floyd Macfarland has a big hand in the managing of the affair and the entrants are expected to include Clarke, Root, Lawson, Bardgett, Hehir and Kramer, along with a number of lesser lights.

**Rutt Has Ptomaine Poisoning.**

Walter Rutt, the famous German sprinter and partner of Jack Clarke in the last New York and Berlin six-day bicycle races, is suffering from ptomaine poisoning. The three-cornered match which had been scheduled for him at Leipzig was therefore called off, and his two opponents had to fight it out among themselves, Henry Mayer winning two out of three heats from Otto Meyer.

**Carapezzi Gets the King's Cup.**

The gold cup offered by the king of Spain to the winner of the international bicycle race at San Sebastian, Spain, September 8th, was captured by the Italian Carapezzi. Pouchois and Comes, who also took part in the event, had a nasty spill, which put them out of the running.

**Hume Out of the Hospital.**

Recent advices from Salt Lake City indicate that the crisis has passed in the case of Jack Hume, the bicycle rider who is suffering from concussion of the brain and other injuries, the results of an accident, and hopes now are being entertained that he will recover.



## STAUDER SHINES AT SYRACUSE

Rochester Rider Wins Two Events—Big Fields for Silver Cups—Teubner Has an Odd Upset.

Nine silver cups as prizes formed the lure for 42 riders at the Syracuse (N. Y.) Motorcycle Club's meet held in connection with the automobile races at the state fair grounds on Saturday afternoon, 17th inst., producing some crackerjack racing. Among the two score contestants, who in numbers made one of the largest fields that this season's crop of meets has produced, were several formidable visitors, but nevertheless the local men managed to keep a majority of the plate at home. They captured five of the silver mugs and the invaders carried away the remaining four.

Visiting riders carried off a majority of the events, three out of five, with Edward Stauder, the Rochester crack on an Indian as the chief beneficiary. He took the five miles free-for-all and a twin cylinder event at the same distance, while his fellow townsman, Arthur Rowlands, mounted on an Indian, annexed the five miles for singles. The local men gathered in most of the places in these events.

Teubner, the Merkel high light, was the victim of a peculiar accident in the free-for-all just when he seemed to have the race well in hand, and was lucky to escape with nothing worse than a shaking up. In the second mile, while well ahead of the others, he ran over a program on the turn and the machine executed a spectacular skid which resulted in Teubner being spilled. He just managed to roll out of the way of Stauder who came flying along about that instant. Both of the five miles events were remarkable for the large fields, 16 men lining up for each.

Local riders had things all their own way in the club championships and fought for the honors with a snap and vim that set the spectators' blood stirring. Both championships were run at five miles. In the class for singles Shields, Thor, showed his heels to Angelo, similarly mounted, after a pretty struggle. Just, Excelsior, was third. The twin class proved equally brim full of action, and Lockner, Merkel, registered first, with Cook, Indian, a close second. Fynmore, Indian, arrived third.

Following the meet the club gave a banquet in the evening at the Vanderbilt Hotel at which 67 riders and guests, including many from other cities, were present. The trophies were used as table decorations, and later were taken home and put on the mantel by their owners. The summary:

Five miles free-for-all—Won by Edward Stauder, Indian; second, George Lockner, Merkel; third, Harry Cook, Indian. Time, 5:05.

Five miles twin cylinders, club champion-

ship—Won by George Lockner, Merkel; second, Harry Cook, Indian; third, James Fynmore, Indian. Time, 5:05½.

Five miles single cylinders, club championship—Won by William Shields, Thor; second, Dan Angelo, Thor; third, A. L. Just, Excelsior. Time, 5:59½.

Five miles single cylinders—Won by Arthur Rowland, Indian; second, William Shields, Thor; third, Howard Dawson, Excelsior. Time, 5:46.

Five miles twin cylinders—Won by Edward Stauder, Indian; second, L. F. Schaedelein, Indian; third, George Lockner, Merkel. Time, 4:52.

### Mahomet to Have a Road Race.

Reversing the ancient legend of Mahomet, who was forced to go to the mountain when he could not make it come to him, motorcyclists of Chicago and other points in Illinois will go to Mahomet on the 29th inst. That is they will if they wish to participate in the ten miles free-for-all road race which will form a feature of the three days' carnival in that town the latter end of the month. Dr. T. C. Wilson is receiving entries and attractive prizes will be offered.

### Balke's Suspension is Six Weeks.

W. D. Rishel, Salt Lake City representative of the F. A. M., has received instructions from Chairman Thornley of the F. A. M. competition committee to change the suspension of Charles Balke, the racing motorcyclist, from an indefinite one to a period of six weeks, which will leave Balke free to ride soon again. He was suspended some weeks ago for refusing to ride in a race in which he had entered at the Wandamere motordrome, Salt Lake City.

### Three Days Racing for Kansas City.

Four motorcycle events are carded in connection with the three days' automobile meet which the Kansas City (Mo.) Automobile Dealers' Association has scheduled at Elm Ridge Park on October 4, 5 and 6. They will consist of a five miles open, 30½ limit; a ten miles handicap, free-for-all; a 15 miles pursuit, and a five miles for private owners.

### Dominique Thrown at Kingman.

George Dominique, of Wichita, Kan., was seriously injured by being thrown from his machine at the races at Kingman on the 24th ult. His machine skidded while running at high speed and he was hurled forty feet, and after being taken to the hospital was found to have concussion of the brain. Chances are bright for his recovery.

### Detroit Bills a Sunday Meet.

Entry blanks are out for the Detroit (Mich.) Motorcycle Club's race meet at the state fair track, Sunday, October 2. The card will consist of seven numbers, including a ten miles event for members of the police motorcycle squad.

## BERNARD TAKES THREE AT TOLEDO

Martin the Best of the Local Men in Motorcycle Events—Twenty Thousand See the Races.

Three firsts in three starts was the 100 per cent. showing of Harvey Bernard of Chicago on an Indian at the mixed automobile and motorcycle meet at the state fair, Toledo, O., on Saturday, 17 inst. Bernard easily was the star of the meet and bagged all the open events including the two, three and ten miles. Of the local riders, S. W. Martin, Indian, took the first honors, capturing the handicap and being placed twice. Twenty thousand people witnessed the meet. The summary:

Two miles novice, Toledo riders only—Won by George King, Indian; second, E. F. Miller, Yale; third, H. Dimke, Yale. Time, 3:07¾.

Three miles open, 30½ cubic inches—Won by Harvey Bernard, Indian; second, C. H. Haley, Indian; third, G. R. Friedman, Indian. Time, 3:49½.

Ten miles handicap, 30½ cubic inches—Won by S. W. Martin, Indian; second, P. E. Ragen, Yale; third, O. J. Oberwegner, Yale. Time, 12:56.

Two miles open, 61 cubic inches—Won by Harvey Bernard, Indian; second, S. W. Martin, Indian; third, C. H. Haley, Indian. Time, 2:32.

Ten miles open, 61 cubic inches—Won by Harvey Bernard, Indian; second, S. W. Martin, Indian; third, G. R. Friedman, Indian. Time, 12:03.

### Providence Offers a "Triangle" Run.

Taking its name from the topographical location of the three cities Providence, Boston and Worcester, which in relation to each other form the apexes of a triangle, the annual "triangle" run of the Providence (R. I.) Motorcycle Club will take place Sunday, October 9. The contest will start at 7 a. m. and finish at 4 p. m., the total distance being 138 miles. It is open to amateur F. A. M. members, and awards will be given to all perfect score winners and survivors. B. A. Swenson, 298 Blackstone street, Providence, is receiving entries.

### Hammer, Not Commer, the Winner.

E. H. Hammer, Minneapolis, Minn., is not in the habit of riding under another man's name, and he wants to emphasize the fact, lest the impression that he does so gets abroad. Hammer on an Indian won the five miles race for chain driven machines at the state fair grounds meet on Saturday, 10th inst., but did not get credit for it, W. Commer being announced as the winner. Inasmuch as the latter did not ride in the race, he got some glory that really belonged to Hammer.



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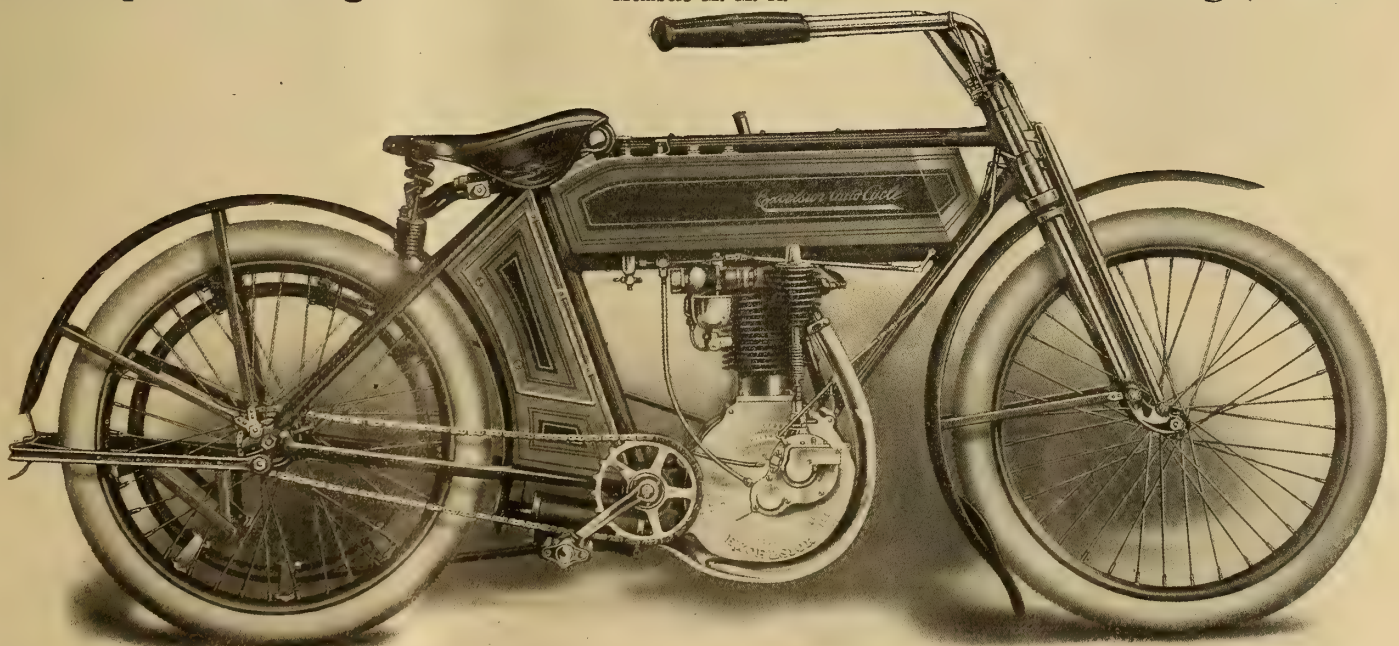
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## RECENT PATENTS.

961,835. Speedometer. Dillwyn M. Bell, Oak Park, Ill., assignor to The Bastian-Blessing Company, Chicago, Ill., a Corporation of Illinois. Filed June 23, 1908. Serial No. 439,927.

1. In a device of the class described, the combination of a clock driven element adapted to travel at a constant speed in one direction, a variable speed driven element adapted to travel at a variable speed in a counter direction, and means adapted to be actuated by either of said driven elements and when so actuated to be released by the other element for indicating the speed of the variable speed element.

963,804. Carburetter. John Peterson, Chicago, Ill., assignor to Dibelka & Breska, Chicago, Ill., a Copartnership. Filed June 30, 1909. Serial No. 505,174.

1. In a carburetter, the combination of a mixing chamber, means for admitting fuel thereto, regulatable means for admitting air to said mixing chamber, a suction operated valve governing the outlet from said mixing chamber, and connections between said valve and said air admission means whereby actuation of said valve automatically as described.

964,028. Spark Plug. Irwin Floyd Kepler, Akron, Ohio. Filed Dec. 10, 1908. Serial No. 466,866. Renewed Nov. 26, 1909. Serial No. 530,004.

1. A spark plug comprising a tubular

body portion, an insulated binding pin arranged in said body portion, a terminal fastening cap arranged on the outer end of said plug, said cap comprising inner and outer adjustably connected sections, a clamping plate forming the outer end of said cap, and a spring to hold said clamping plate in engagement with the terminal of an electric conductor whereby said terminal is secured in electric contact with the end of said binding pin.

965,380. Spark Plug. Robert E. Estes and John B. Inman, Midland, Tex. Filed Dec. 22, 1909. Serial No. 534,537.

1. A spark plug including a plug base, an insulating core, an electrode pin extending entirely through the core and projecting beyond its inner end, separate and independent means for adjusting the core with relation to the plug base and for adjusting the electrode pin longitudinally through the core, and means for holding the core and pin locked in their adjusted positions.

966,381. Carburetter. Evert P. Brooks, Cincinnati, Ohio, assignor, by direct and mesne assignments, of one-third to Charles A. Gibson and one-third to John Remmers, Jr., Cincinnati, Ohio. Filed July 28, 1909. Serial No. 510,107.

1. A carburetter including a vertical vaporizing tube, and a feed-tube in the vaporizing tube and having a hollow combined feed-head and vaporizing head thereon that has a conical upper end and

an outlet opening in the apex thereof, the conical end having a trough extending about the base thereof.

967,283. Sparking Plug. Knut C. Widéen, New York, N. Y., assignor to Arc Spark Mfg. Co., New York, N. Y., a Corporation of New York. Filed Jan. 25, 1906. Serial No. 297,730.

In a sparking plug, the combination of a chambered plug, an insulating tube contained within the plug and having an enlarged body portion thereon held within the plug, and having a hemispherical head not less than the diameter of the chamber of the plug located opposite to and having its largest diameter beyond the mouth of the plug and out of contact therewith, connected with the enlarged body portion of the tube by a corrugated neck portion having a diameter less than the diameter of the chamber of the plug and separated therefrom by an annular chamber.

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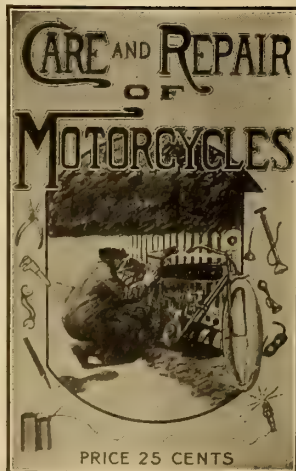
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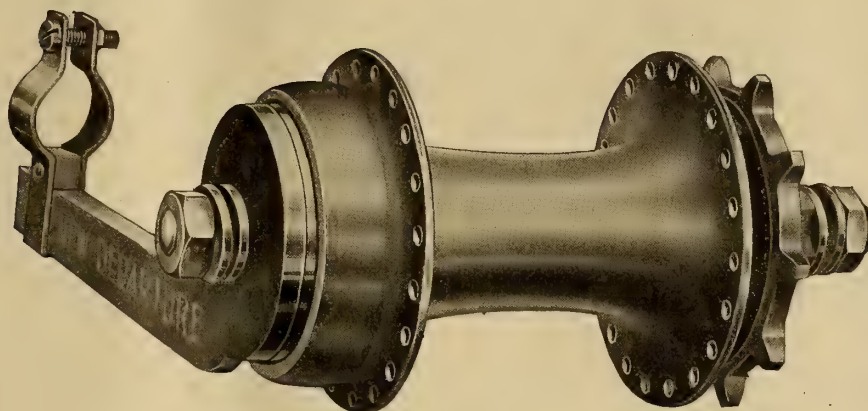
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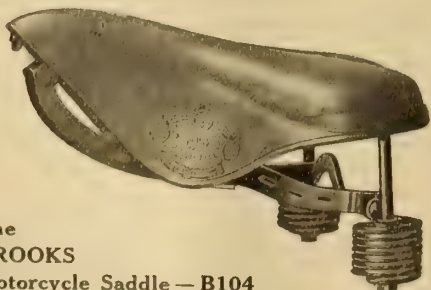
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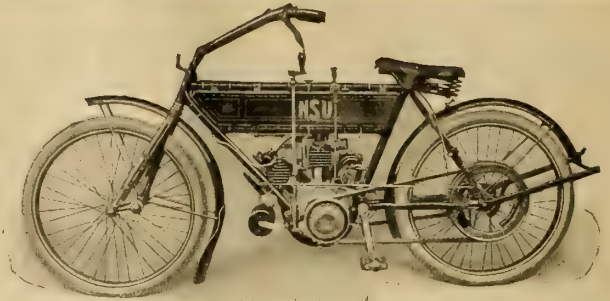
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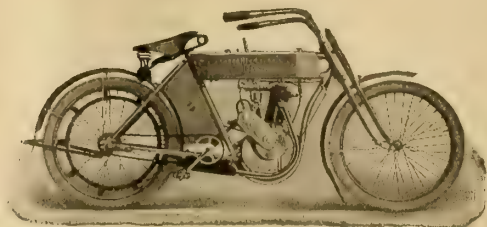
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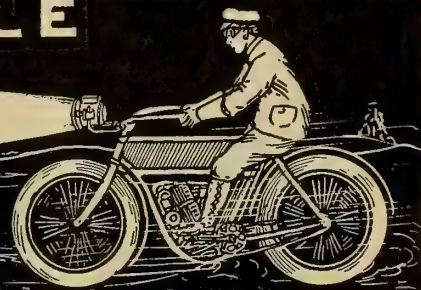


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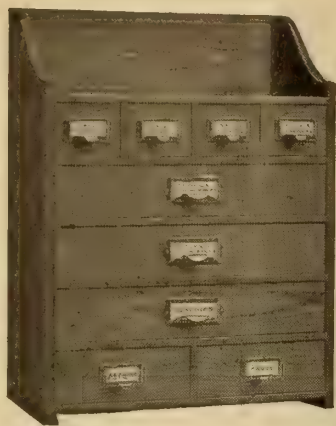
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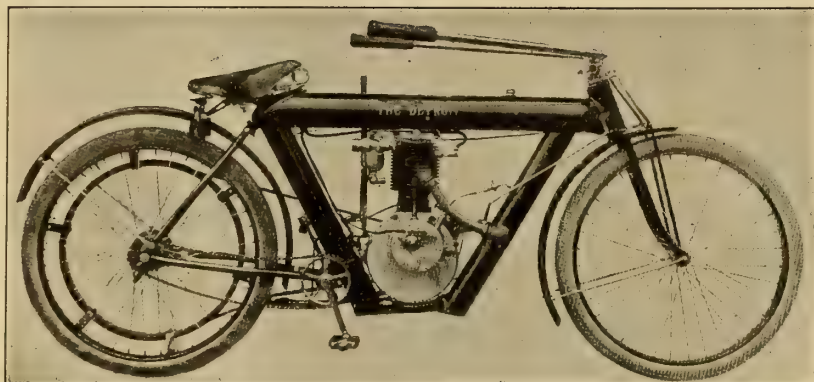


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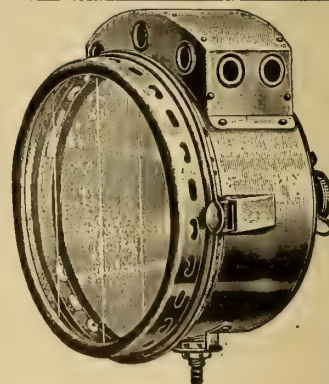
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## SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

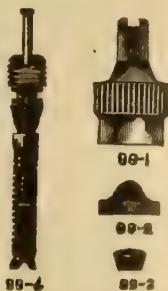
### NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

### PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



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Manufactured by

**A. SCHRADER'S SON, Inc.**

Established 1844.

**28-32 Rose Street  
NEW YORK, U. S. A.**







## Sticks and Stays Stuck— Van Cleef Brothers' Rubber Cement

When a tire is mended with our rubber cement a perfect job is assured.

We make cements for all processes—air drying, cold cure and hot cure vulcanizing; for each purpose our cement leads by the biggest kind of margin.

The man who uses our cement once insists on using it at every opportunity.

Our prices are low—less than you would expect to pay for so high grade a product. Samples gladly sent.

*If your jobber is not now in position to supply you, write us.*

### VAN CLEEF BROTHERS

Manufacturers and Jobbers of Quick Selling Sundries for the Bicycle and Auto Trades.

7709 - 7711 Woodlawn Ave.

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## The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

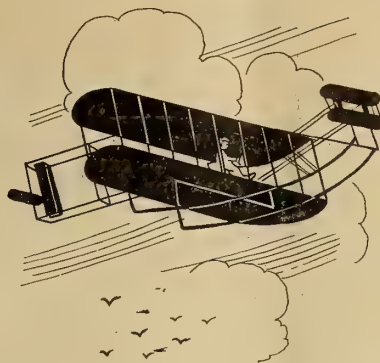
*Why take ordinary lamps, when you can have Solars?*

**BADGER BRASS MANUFACTURING CO.**

Kenosha, Wis.

(39)

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Would a speed machine interest you?

**THE FLYING MERKEL**

certainly brought down some records at the F. A. M. Races. All the cracks were there with their pet machines, but it took Graves on a "Merkel" to lower the track mile record 5 4-5 seconds.

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Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

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The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

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is the chain repair tool which has created such a sensation among motorcyclists. It is one of the real hits of the season, and we are selling them faster than we can turn them out. For 5/8-inch roller chains only.

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**PARTS** in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. TIGER CYCLE WORKS CO., 782 Eighth avenue, New York.

**FREE ENGINE PULLEYS** applied to almost any make of belt-driven motorcycle. Satisfactory results guaranteed. Write for particulars. TIGER CYCLE WORKS CO., 782 Eighth Ave., New York. Phone 1268 Bryant.

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Best Saddle for long distance.

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of

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Made of **\$4.00** Complete  
Brass F. O. B. New York  
Nickel plated, \$1.00 extra

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Made by **LOUIS RASTETTER & SONS, Fort Wayne, Ind.**

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wheels must have  
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There is nothing that gives more value for the  
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## MORSE TWIN ROLLER CHAIN



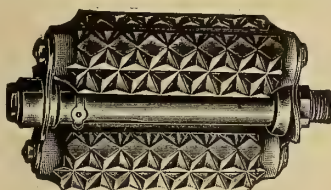
**NOISELESS IN MUD,  
WATER OR DUST AND  
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It can be used  
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Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
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have decided in favor of the

**IVER JOHNSON  
Safety Automatic Revolver**

price maintenance and profit assurance.  
They have decided against price and qual-  
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They have given us a splendid verdict—  
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Do we appreciate it? We most certainly  
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is the correct wrench for  
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WEAR LONGEST

EMPIRE TIRE CO., Trenton, N. J.

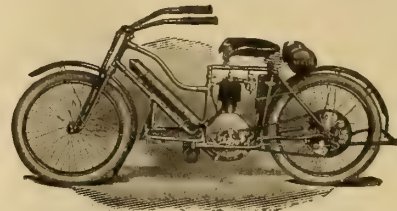
THE TUCKER WOODWORK CO.

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Bicycle Wood Rims

NEW ERA Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

THE NEW ERA AUTO-CYCLE CO.  
No. 2 Dale Avenue DAYTON, OHIO

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Reliance Motorcycle Co.  
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Most motor builders now using our Grey Iron Castings are graduates of the school of experience—they used "other kinds" first. Check us up.

THE MANUFACTURERS FOUNDRY COMPANY  
Waterbury, Conn.

CAPACITY—EXPERIENCE—QUALITY—PRICE

Steel Motorcycle Single and Double Clinch  
RIMS Bicycle —also Belt  
and Automobile Crescent and Drop Center  
GUARDS Motorcycle and Bicycle Clincher, Q. D., Demountable and Channel  
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MOTT WHEEL WORKS, Manufacturers, Utica, N. Y.  
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## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

IT'S THE GRAB CONNECTION

Price Each  
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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

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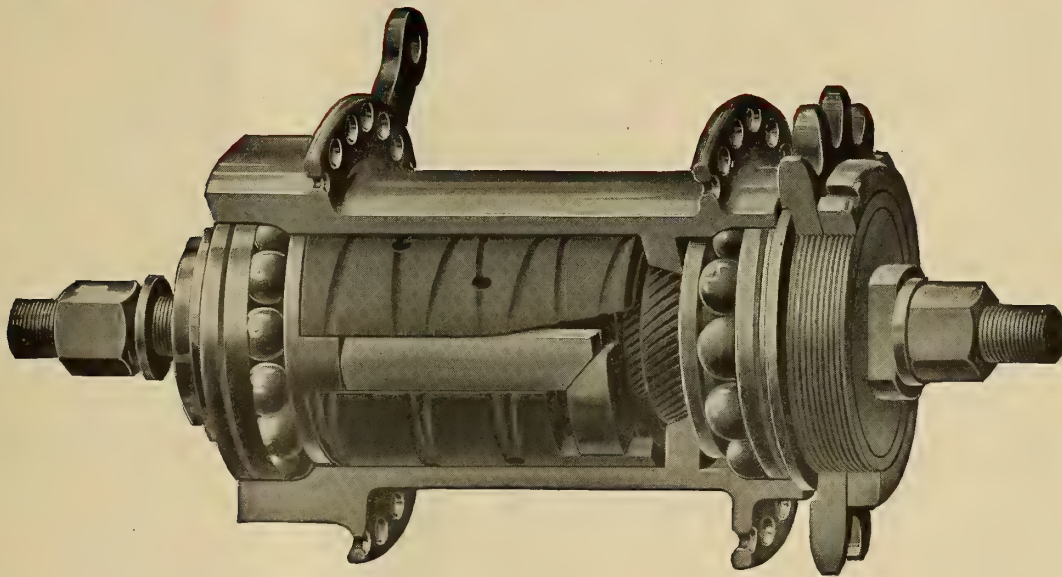
THE MOTOR CAR EQUIPMENT CO.  
55B Warren Street New York





Those four Emblem motorcycles that "went the route" of the F. A. M. national endurance contest all were equipped with

# ECLIPSE



## Coaster Brakes

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They proved their worth as they never fail to do

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ECLIPSE MACHINE COMPANY

Licensed Coaster  
Brake Manufacturers

Elmira, N. Y.



# Thor

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### **IT IS TIME TO SPEAK FOR THEM!**

NOT alone because the *Thor* won the F. A. M. national endurance contest and the even more severe Indianapolis endurance contest, but because the *Thor* is showing the same remarkable power and speed and reliability and "get there" in the hands of private purchasers that it is in its contest winning.

You may be interested too late if you do not write for our excellent agents proposition now. Furthermore, we are giving immediate deliveries on 1911 models.

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# Kokomo Tires

are  
not  
merely

## Good Tires

but  
are  
the

## Best Tires

it is  
possible  
to  
produce.

### Kokomo Rubber Co.

Kokomo, Ind.

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# Whitney Chains

FOR

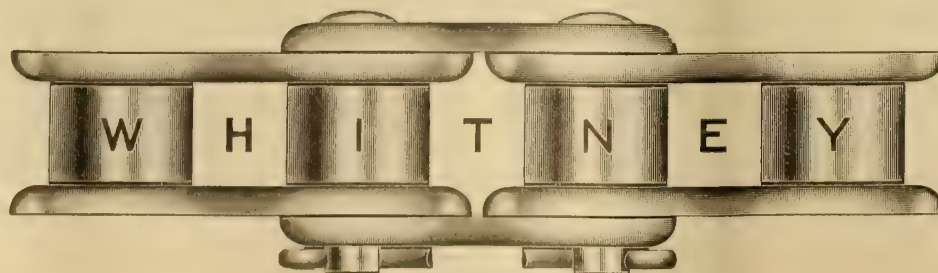
Bicycles and Motorcycles

**THE WHITNEY MFG. CO.**

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**ALSO AUTOMOBILE AND MACHINERY CHAINS**





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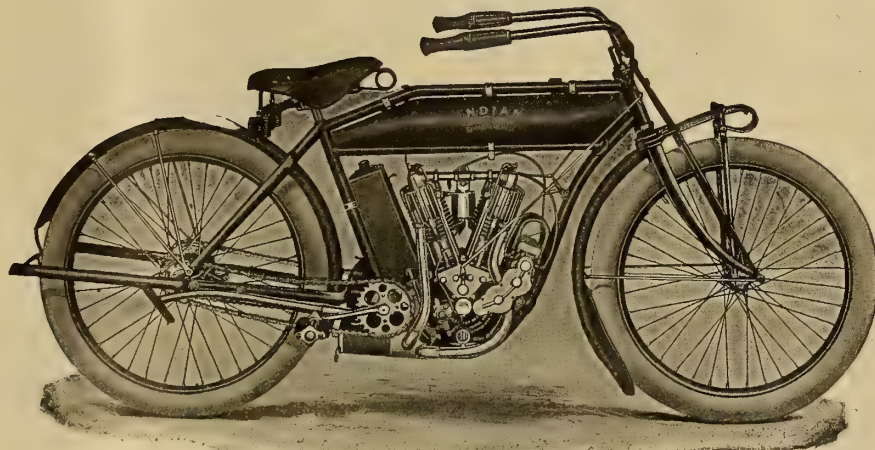
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# INDIANS

On September 25th a 7 h.p. Indian twin and two 4 h.p. single cylinder Indians successfully surmounted this notable mountain.

**ALL STOCK MACHINES**

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LOOKOUT MOUNTAIN  
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# G & J TIRES

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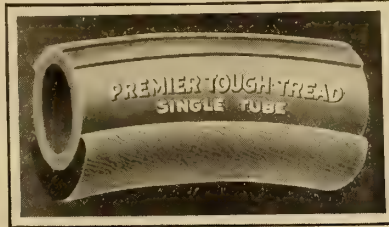
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# FISK *Quality* BICYCLE TIRES

**WHEELMEN** who take a pride in their mounts and have due regard for economy of maintenance invariably choose Fisk Quality Bicycle Tires.

FISK PREMIER TOUGH TREAD ROAD TIRE is a medium priced tire designed for hard service. It has three layers of close woven fabric and an extra raised tread, a combination making the tire practically puncture proof.



FISK CLOSE WOVEN construction is more stable in character and is less liable to punctures. Has a high degree of resiliency. Utility and service, rather than speed, are its essential qualities. The threads cross one another squarely and make a mesh that will stand more abuse.

*Write for illustrated booklet and prices of Fisk Quality Bicycle Tires.*

## THE FISK RUBBER COMPANY

Department E

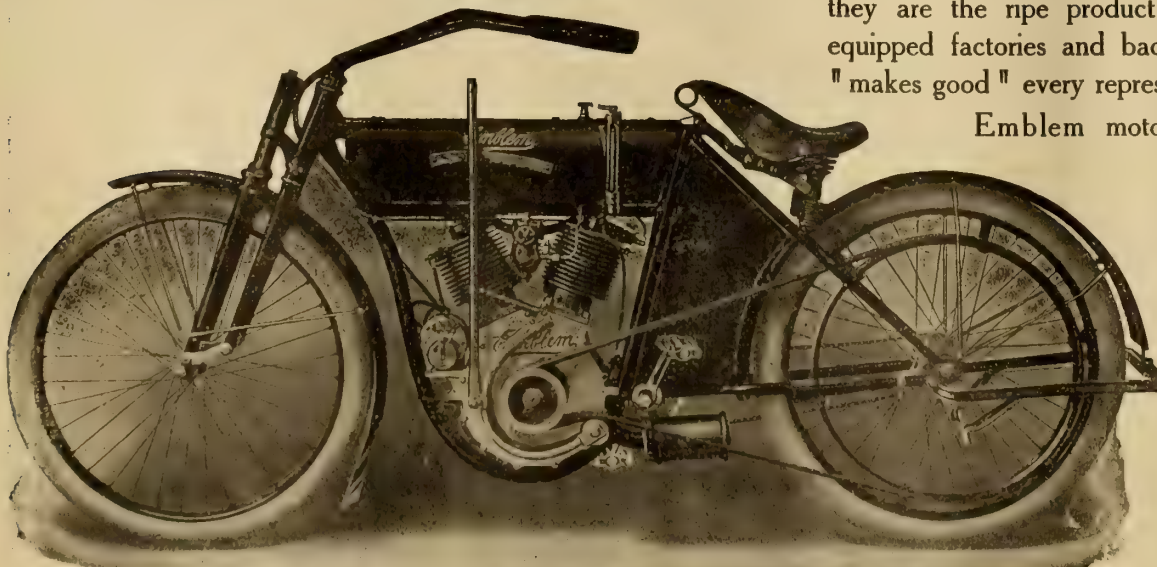
*Branches in Twenty Cities*

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## A Business Getter and a Moneymaker

Emblem motorcycles are built for and will be sold by agents who are live enough to welcome Opportunity when it comes tapping at the door. Those agents who wait until the door is kicked in will wait in vain. Emblem motorcycles are not an experiment, not an unknown quantity. On the contrary, they are the ripe product of one of America's best equipped factories and backed by an organization that "makes good" every representation.

Emblem motorcycles offer more for the money than has ever been heretofore attempted.



## EMBLEM Motorcycles

Here are a few features: Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only part of Emblem attractiveness.

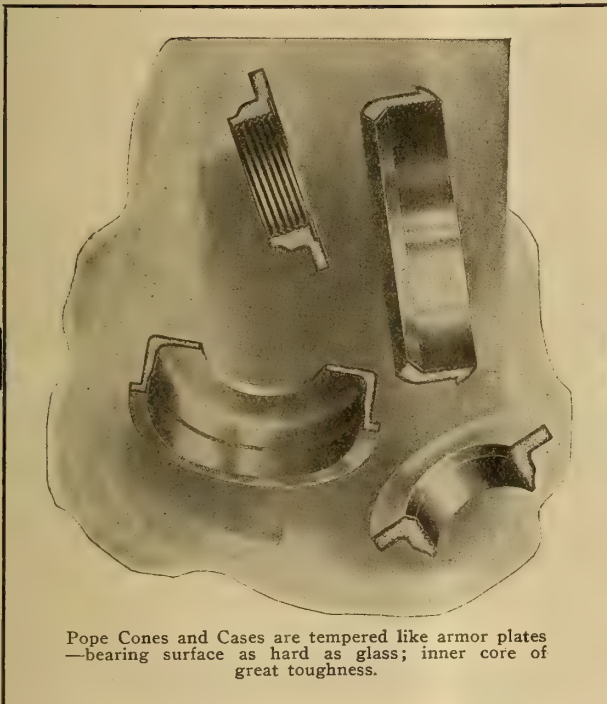
## EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keldel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.



## Study the Difference Between Pope and Other Bicycles

Observe that the thoroughness of Pope construction extends to every part of the bicycle even though the part may not be visible to the eye. Especially, compare Pope bicycles with the low priced, no trade mark machines whose cheapness ends with the price. The experience of 1910 proves that it pays to sell high grade Pope bicycles.



Pope Cones and Cases are tempered like armor plates—bearing surface as hard as glass; inner core of great toughness.

### One of the Differences

Pope Bicycle Cones and Cases are cut from solid bars of steel. By our special process of case-hardening, the bearing surfaces of these parts are made as hard as glass, while the inner core is softer and of great toughness. The process is similar to that used in tempering the armor plates of battle ships. It affords a perfect surface for the balls to travel on and at the same time the softer inner part has a little "give" which prevents the brittleness so common to cones which are tempered throughout. Our illustration shows the division of the hard and soft steel.

**The Pope Manufacturing Co.**  
Hartford, Conn.



## It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And this makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **GOODYEAR PATHFINDER**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide

has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer sore, no matter how little he paid for it. He forgets that.

But dealers in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

### The Goodyear Tire and Rubber Company

Moal Street, AKRON, OHIO.

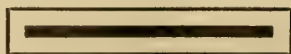
BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



# Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for \$8.00, and the two cylinder, five lead Pittsfield Coil sells for \$9.00.



**Pittsfield Spark Coil Co.**

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

# —N. S. U.— Motorcycle

makes the greatest performance of endurance in the history of the motorcycle world.

**'Frisco to New York**

**3843 Miles in 28  
Actual Riding Days**

made by Wm. Streiff, a private owner, on a 4 h. p. single cylinder N. S. U. with two speed gear. The aggregate load carried by the 30.50 cu. in. motor was 480 lbs. No other motorcycle could stand such a test. Be wise. Select the staunch, dependable N. S. U.

*Write today about this famous motorcycle.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street **NEW YORK**

## Riding Comfort

is "up to" the saddle, in the final analysis, and any ill-advised skimping or false economy there is its foe. Wisdom and experience suggest



# PERSONS



There is a model for every need in the Persons line of saddles. Shall we send you the pictures?

**PERSONS MFG. CO., Worcester, Mass.**



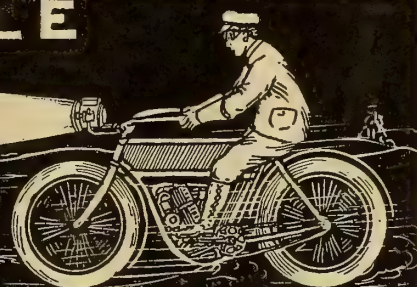
# Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

THE **MOTORCYCLE**  
*20<sup>TH</sup> Century*  
HEAD  
and SEARCHLIGHTS



## REMOVAL NOTICE

Owing to our need of greater facilities for the manufacture of our Bicycle and Motorcycle Lamps we have removed our factory and offices to

420-422 Ogden St.

NEWARK, N. J.

*20<sup>th</sup> Century Mfg Co*



## RACYCLES THEIR OWN SALESMEN

In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

# Mr. Dealer

DO WE HAVE TO  
SAY ANY MORE?

THE MIAMI  
CYCLE AND  
MANUFACTURING  
C O M P A N Y

Middletown, Ohio

F. M. JONES  
Pacific Coast Distributor  
Sacramento, Cal.  
Los Angeles, Cal.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, October 1, 1910.

No. 2.

## POPE REPORT SHOWS PROSPERITY

**Company's Net Earnings for the Year Over  
\$745,000—Big Surplus Left After  
Dividends are Paid.**

Highly prosperous conditions are reflected in the annual report of the Pope Mfg. Co., of Hartford, Conn., for the fiscal year ending July 31, 1910, revealing that the company's net earnings for the year amounted to \$745,390.87. These earnings are on an authorized capital of \$6,500,000, of which \$5,989,000 is outstanding in preferred and common stock, the balance remaining in the treasury. The net earnings, when added to the surplus of \$482,866.76 carried over from 1909, make a total of \$1,228,257.63, out of which dividends amounting to \$368,054. have been paid, leaving a surplus of \$860,203.63.

"During the year," President Pope says in his report, "the company has acquired by purchase an additional manufacturing property in the city of Hartford, to which several manufacturing departments have been moved, giving much needed additional room for operations besides excellent shipping facilities by rail, which were lacking and much needed before the acquisition of this additional plant. The company now owns and operates three plants; the main factory and the West Works (the new plant) at Hartford, Conn., and a factory at Westfield, Mass., the latter making bicycles and automobile bodies.

### Motor Car Equipment Interests Change.

The Motor Car Equipment Co., of New York City, which handles an extensive line of domestic and imported motorcycle specialties in addition to automobile sup-

plies, has changed ownership to the extent that Emil Grossman, president of the company, has disposed of his entire holdings and no longer will be connected with the company in any way. His interests have been purchased by Walter M. Taussig and C. F. Wiebush, of the New York importing firm of Wiebush & Hilger, Ltd., and by Carl Kaufman, the general manager of the Equipment company. Kaufman, who retains the general management, is now secretary and treasurer of the concern, of which Taussig has become president and Wiebush vice-president.

### Victory for Buffalo Specialty.

After obtaining a verdict against Gougar & Todd, of Denver, Col., for violating a contract not to sell tire fluids infringing the Neverleak patents, the Buffalo Specialty Co., of Buffalo, N. Y., has defeated a motion made by the Denver firm for a new trial. The contract was entered into in 1903, with an agreement for \$500 liquidated damages for its violation. Last March the Buffalo company obtained a judgment, whereupon the defendants applied for a new trial, but this motion now is denied by the court.

### Post & Lester Restored to List.

The Post & Lester Co., of Hartford, Conn., again is on the official list of the National Association of Bicycle Jobbers. It is explained by Secretary F. I. Willis that in compiling the jobbing list after the Atlantic City meeting the company's name was omitted through an error.

### Harmer Made G & J Chicago Manager.

H. B. Harmer has been appointed manager of the Chicago branch of the G & J Tire Co. He comes from the Diamond Rubber Co., and succeeds F. S. Copley, who has resigned.

## GROSSMAN IS ABSORBED BY EAGLE

**Spark Plug and Accessory Business Taken  
Over by Torrington Interests—Gross-  
man is Made Manager.**

The Emil Grossman Co., of New York City, which produced and marketed the Red Head spark plug and Red-Rib ignition cable, together with a number of accessories for motor cars, has been taken over by the Eagle Co., of Newark, N. J., and Emil Grossman himself, the president and moving spirit in the Grossman company, becomes the Eagle Co.'s sale manager and will continue to direct the sale of the products heretofore marketed by his own company. With the winding up of the Grossman company, the National Sales Corporation, an allied Grossman enterprise, also will retire from the field. The Eagle Co. is controlled by the Standard Co., of Torrington, Conn., and both concerns have been manufacturing spark plugs and other products for the Grossman company on a large scale, so that the changes involved are not as radical as might appear. B. S. Keefer, secretary of the Standard Co., will spend several days each week in Newark assisting the development of the spark plug and accessories business under the new arrangement.

### Greyhound Creditors Meeting.

Creditors of the bankrupt Greyhound Motor Co., of Buffalo, N. Y., have been called for a meeting on October 7, by the referee in bankruptcy, C. J. Hamlin. The meeting will be held in the bankruptcy court room, 1003 White building, at 11 o'clock in the morning. W. C. Overman is acting as receiver for the company.



## NEW ERA SHOWS LARGER ENGINE

Two Models for 1911—Identical Except as to Power—Free Engine, Two Speeds and No Pedals.

With enlarged engine capacity and longer wheel base, but otherwise retaining the characteristics that render it unique, the New Era models for 1911 have been announced. As has been the case this year, purchasers of this product of the New Era Auto-Cycle Co., of Dayton, O., will be given an option in the matter of power, two different sizes of engine being employed. Save for this one particular, however, the two models that comprise the line are practically identical in construction.

Instead of quoting  $3\frac{1}{2}$  and 5 horsepower ratings, however, the new engines are rated at 4 and 6 horsepower, respectively. The wheel base now is listed at 62 inches, instead of 60, as before. The same features of transmission, speed control, framing and low saddle position that have distinguished it during the three years of its existence are continued with only such slight improvements as continued experience in service may have indicated as being desirable.

The peculiarities of the mount are that it is pedalless, equipped with a two-speed gear and free engine clutch, toe-lever and grip controls and a very low and long frame surmounted by a steel frame seat of the type that gives much greater area of support than the conventional saddle. The motor is started by means of a hand crank, the low and high speed driving connections being secured by depressing the toe of the left and then the right foot, respectively. The high speed clutch, which remains in engagement until released by a special pedal, gives a driving ratio of 4 to 1, through the  $\frac{3}{4}$ -inch pitch chain drive to the rear wheel. The low speed clutch, on the other hand, affords a ratio of only 11 to 1, which enables the rider to climb otherwise impossible hills without dismounting or in any way "assisting" the motor. The foot boards, which are of aluminum, are sufficiently large to permit an occasional change of position during long rides, while the low saddle location—only 29 inches above the ground—together with the drop in the frame, renders it possible to mount or dismount at any time without resorting to an uncomfortable "straddle."

Either battery or magneto ignition may be used. The crank shaft is mounted on radial ball bearings. The two-speed gear, which is firmly bolted to the crank case, is enclosed in a housing designed to exclude all dust and dirt. The brake, which is of the internal expanding type and which acts directly on the rear wheel, is foot actuated, like the clutches, these and other details, like the cushion spring fork, for example,

being worked out on a very liberal scale as regards strength and rigidity under service conditions.

### Offers Reward for a Stolen Yale.

Sharp eyes and prompt action in discovering and recovering a stolen Yale motorcycle is to be worth \$25 in cash to somebody, according to the offer made by the Danville Cycle Co., of Danville, Ill. The machine disappeared on September 2d, and was equipped with a luggage carrier when it was taken. It is  $3\frac{1}{2}$  horsepower, No. 4623, gray with heavy red striping, fancy flower design on the battery box ends and had G & J tires.

### Hartford Rubber's Boston Home.

The Hartford Rubber Works Co., of Hartford, Conn., has taken possession of its new building in Boston, Mass., for the housing of its Boston branch. The structure is of five stories and is located at 863 Boylston street. It will be occupied entirely by the Hartford company's branch, of which Charles Langmaid is the manager, and it contains every convenience and facility for handling the company's tire business in the Hub.

### Roy Joins Tiger Cycle Forces.

Jean Roy, who for many years owned and operated a bicycle establishment at 133 West 26th street, New York City, and from whom the Roy Wheelmen take their name, has joined the forces of the Tiger Cycle Works, 782 Eighth avenue, of which H. A. Gliesman is the proprietor. Roy will be manager of the repair department, which has grown to such proportions as to require departmental management for itself.

### McMackin Makes an Assignment.

James A. McMackin, proprietor of the Sporting Supply Co., 402 Michigan avenue, South Bend, Ind., has made an assignment to Charles Steele. He recites in his petition that he has numerous debts that he is unable to pay. The court is asked to instruct the assignee to dispose of the stock of sporting goods and bicycles to the best advantage of the creditors.

### Mesinger Lands Hendee Saddle Order.

The H. & F. Mesinger Mfg. Co., of New York City, is to supply Mesinger saddles for regular equipment on 1911 Indian motorcycles. The Hendee Mfg. Co., of Springfield, Mass., which makes the Indian, has selected the Mesinger standard No. 4 type, which embodies the patent fiber-friction shock absorber.

### Will Deal in Motorcycles.

Incorporation papers have been taken out by Iowa's Garage, Yonkers, N. Y., with \$5,000 capital, to deal in motorcycles and accessories among other things. The incorporators named are William and Charles W. Iowa, and Arthur Giessner, all of Yonkers.

## TRINIDAD A GOOD CYCLE MARKET

Consul Hale Says Machines are Used for Both Recreation and Business—Conditions in Puerto Plate.

According to Consul Franklin D. Hale, although formerly the American-made machine was commonly seen on the island of Trinidad, those now in that market are mostly of English manufacture, and range in price from \$25 to \$125. The most popular are machines costing from \$50 to \$60. The value of imported bicycles during the year 1908-9 was \$4,369, of which only \$265 worth came from the United States. The import duty on bicycles and tricycles, other than motor, is \$3; on motors, \$12. Bicycles are extensively used in Trinidad for both business and recreation, and their use is undoubtedly becoming more general.

Vice-Consul A. W. Lithgow, of Puerto Plata, reports that a considerable number of bicycles are imported into the Dominican Republic entirely for recreation, but their use seems about stationary. The import duty is \$10 per cycle.

Consul-General Alban G. Snyder reports that bicycles are now extensively used in Panama, those in use being for recreation, and the sales seem to be decreasing at present. The average prices paid for bicycles are \$25 to \$30. The import duty is 10 per cent. ad valorem. The municipal tax on bicycles in the city of Panama is 50 cents per month.

### St. Petersburg Statistics a Paradox.

"Bicycles are not extensively used, and though one dealer told me that he sold 2,000 in 1908, their use is decreasing," declares Consul Jacob E. Conner, stationed at St. Petersburg, in an oddly complicating report to the Department of Commerce and Labor. "The same dealer sold only 1,000 in 1909. The fact is the country roads are seldom in condition to permit their use, while the streets of St. Petersburg are largely paved with cobblestones and travel by bicycle is not feasible. Furthermore, the street car has been introduced in very recent years and is patronized to the limit. As to the wealthier people, the automobile is coming into use and traveling in it over the cobblestones does not jar so much as it does in riding the bicycle. The dealer referred to, who is the largest in the city, handles an Ohio wheel, which is his favorite; it sells for about \$85. The customs duty is \$15 per wheel."

### To Handle Cycles in White Plains.

White Plains, N. Y., has a new firm which styles itself the Ashco Mfg. Co., and has been incorporated with \$10,000 capital to deal in bicycles, etc. The directors named are R. W. and C. S. Ashley and A. F. H. Strenly, of New York City.



**EXCELSIOR 1911 LINE REVEALED**

**Twin of Six Horsepower is Featured—  
Characteristic Construction for Both  
Single and Twin Retained.**

Reducing the number of different models produced enables a manufacturer to pay more thorough attention to those that remain. On this principle the Excelsior Supply Co., of Chicago, Ill., has announced its intention of reducing the variety of its product to two distinct models for 1911—a single and the long-promised twin. The former, being made to sell with either battery or magneto ignition, is listed as "K"

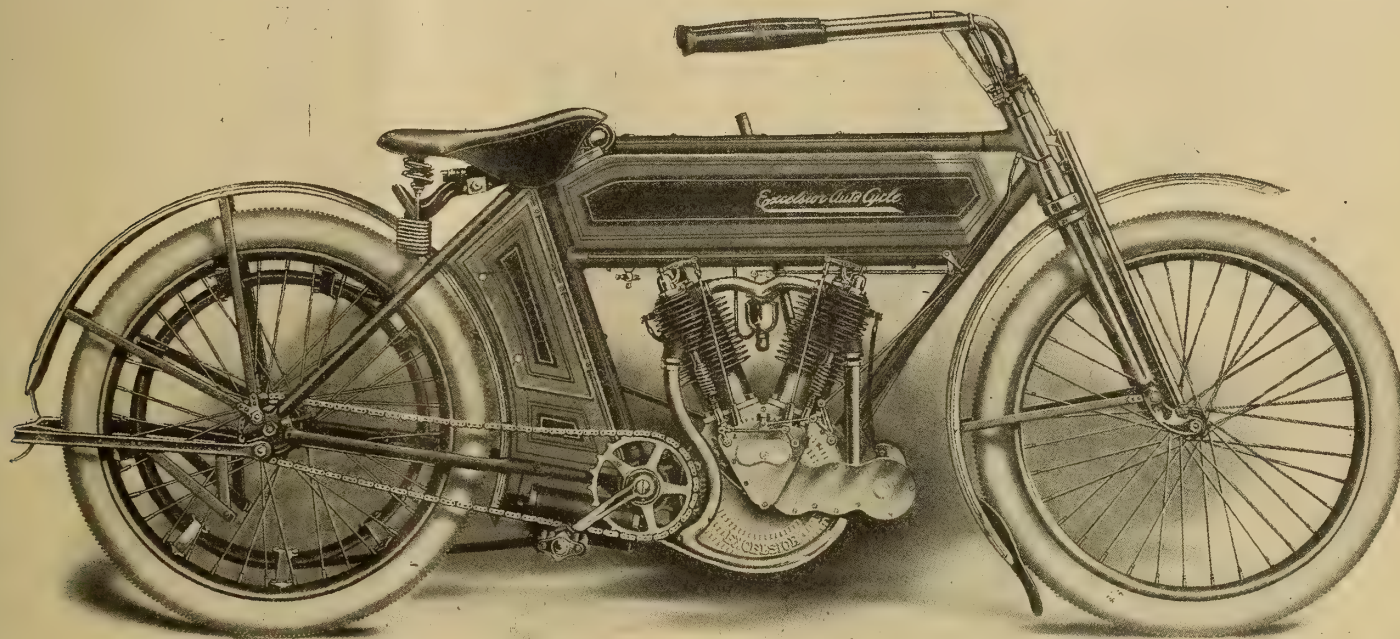
post extends horizontally to the rear. The spring fork construction provides for the absorption of the slighter irregularities of road travel by means of graduated springs that yield to shock progressively without jarring, while check springs, below the plungers, take care of the tendency to rebound. The plungers are carried within the tubular portions of the main fork sides, which extend clear up to the bars, while the crown construction is particularly heavy.

In the matter of handle bars an option is offered between the standard Excelsior pattern and a form of drop bar that is favored by some riders for racing and hill climbing purposes. Incidentally a slight alteration in the double grip control move-

curate means of adjustment. The location of the parts with reference to the direction of rotation is such that surplus lubricant is thrown away from the contact points and the spring so that these parts are kept clean and free from dirt-collecting oil and grease.

The transmission, which is provided with an effective independent chain adjustment, naturally is of the flat belt type, with the characteristic type of spring-pressed idler so placed as to cause the belt to be wrapped around the driving pulley when it is engaged. Such is the nature of the arrangement that a free engine effect is secured without the complication of a clutch mechanism.

The single cylinder motor, rated at four horsepower, has 30.50 cubic inches piston



EXCELSIOR 1911, SIX HORSEPOWER TWIN CYLINDER MODEL, RETAINING CHARACTERISTIC EXCELSIOR FEATURES

and "KM." But the difference between the two types thus designated ends with the distinction between the two forms of ignition. The new twin, which is the same machine that has undergone consistent and thorough trial at the hands of the factory experts during the entire season, is practically a duplicate of the single cylinder machine, save for such points as may be affected by the doubling of the cylinders. The single in essential respects is the same machine that has been produced for the past three years, although subject to minor detail refinements.

Owing to the general similarity between the two types a description of one will apply almost equally well to the other as far as general construction is concerned. Both have been given a very few improvements over the 1910 models, in minor respects. The doubletruss frame, with its three-point motor support is provided with means for very low saddle adjustment. The top tube, instead of being perfectly straight, is dropped at the rear to bring the seat post cluster to a low level, while the seat

ment has been brought about by the adoption of ball and socket joints.

In the general construction of the motor few changes have been made. The cylinder formation, with the valves placed in an offset pocket and mechanically operated, the "silencer" that was introduced for the first time in the 1910 models, and the piston and crank construction are as heretofore. In lubrication, however, change has been made by the elimination of everything in the nature of pumps, the oil being delivered continuously and directly to the moving parts. The system of distribution is unchanged. The oil flows first to the right hand main crank bearing, is fed from there to the crank pin, overflows to the case and is thrown up into the cylinder, afterward draining into a circular pocket surrounding the cylinder, whence it drains to the left hand main.

Another point in which some change has been made is the timer, which has been improved in detail. The bearing by which the timer is held in position on the crank case now is provided with simple and ac-

curate means of adjustment. The cylinder dimensions of the new twin are 3 by 3½ inches, bore and stroke, giving a displacement of 49.5 cubic inches, and bringing the mount well within the 50-inch class. Though rated at six horsepower, it is said that some of the new motors actually develop over 50 per cent. in excess of the normal rating. Both styles of machine are equipped with 28 by 2½-inch tires. The wheel base of the single is 55 inches, while that of the twin, with its larger engine, is 56½. The twin is furnished with magneto only. Otherwise its equipment is the same as that of the single, including the double seamed combination tank and water proof storage box.

#### **Boston Police Take to Bicycles.**

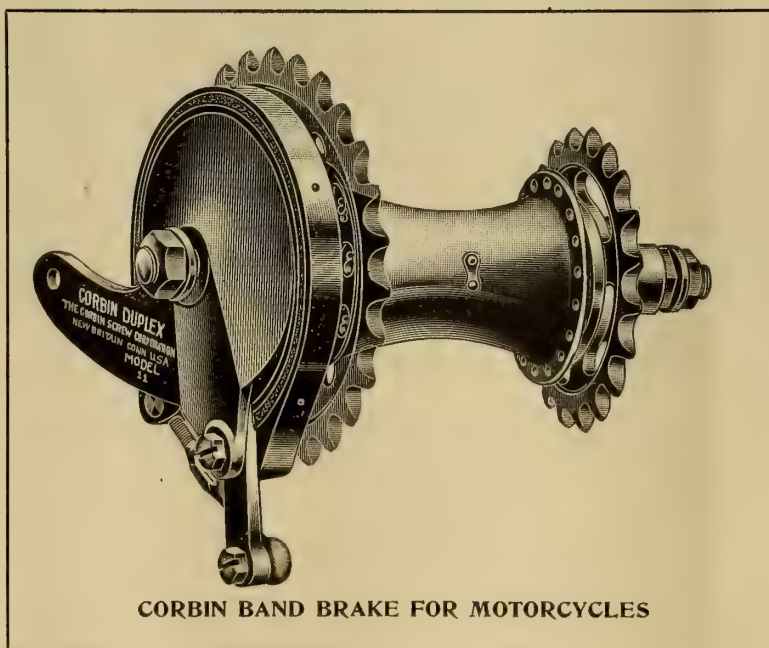
That Boston is keeping abreast of the times is shown by the fact that a portion of the police department is to be mounted on bicycles. A large order for Racycles has been placed with F. A. Brummitt, of Roxbury station, the local agent for the Racycle.



# Sales, safety and service

go with the standard coaster brake, the two-speed coaster, the standard motorcycle brake or the motorcycle back-pedaling band brake that bears the good name of

# C O R B I N



CORBIN BAND BRAKE FOR MOTORCYCLES

Every CORBIN is potential with profit for the dealer because CORBINS sell so easily, and every CORBIN is an instrument of protection and satisfaction to the rider because in design, in construction, in materials and in workmanship it embodies the advantages of the immense CORBIN manufacturing organization.

## CORBIN SCREW CORPORATION

NEW BRITAIN  
CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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 Address us at P. O. Box 649.

NEW YORK, OCTOBER 1, 1910.

## Needless Preparations for Trouble.

Some cautious souls there are who go to more bother and expense in providing against possible trouble on the road while motorcycle touring than they could possibly incur by neglecting to carry any "spare" or replacement parts whatever, provided they gave their mounts a thorough examination before starting, in order to see that everything was "ship-shape." If it really were necessary or advisable to carry all the repair equipment and emergency impediments with which they load their machines, motorcycling by no means would be the sport and the pleasure that it is today with the kind of motorcycles that are being turned out.

As a matter of fact, with the wealth of experience they now have, the motorcycle manufacturers have provided the preventatives for practically all of the old troubles, so that beyond carrying a wrench, a screw driver and a couple of extra spark plugs, the motorcyclist with a machine of recent vintage has no adequate reason to burden himself with a mass of mechanical junk or to entertain the idea that he may have to rebuild his machine several times over while on a trip.

Some of the most experienced riders

have found that they can adopt the policy of "never troubling trouble until trouble troubles them," if they exercise due care in going over their machines beforehand. It is in the latter measure that the true philosophy and wisdom of being forehanded is displayed. By giving rigid scrutiny to the mechanism and seeing that everything is running absolutely right before starting out, and seeing that the tires are in perfect condition, both as to tubes and cases, it becomes unnecessary to carry a prodigious armament against road trouble. Unless one be trans-continentaling, it is absurd, with a new machine, to oblige it to carry a young motorcycle factory along with it whenever an out of town trip is undertaken.

## Increased Reason for Mud Guards.

Oiled roads are creating an additional need for mud guards for bicycles, even if the ordinary exigencies of mud or of sprinkled road surfaces were not enough. Continued absence of mud guards on bicycles is an unfortunate heritage from the light weight craze that at one time prevailed, when riders were almost willing to scrape the enamel off their machines if it promised to lighten the total by so much as a feather's weight. Mud guards are needed if the bicycle is to be anything but the fairest of fair weather vehicles, and without them cycling is put under limitations with which it should not be handicapped.

Unless the rider is utterly regardless of his clothes or his personal appearance, his cycling now is even further restricted, if his machine be without guards, by the fact that so many roads are undergoing oil treatment from time to time. Sometimes the effect of the oil treatment is only to create for the cyclist a fine spatter of oily dirt or sand, but in many cases it is much worse than this, consisting of a throwing up of the unmixed oil itself on the clothing, from small pools or puddles of the oil that has settled in depressions in the roadway and has not soaked in.

Complaint is justly made by many cyclists that some of the makers appear to forget the conditions under which a great proportion of bicycles are used, and that not everyone can wait for a fair sky and a roadway dry as a bone before venturing out a-wheel. Other vehicles of the road find mud guards necessary, even when the passengers are much further away from the wheels than is the case with the cyclist,

and the periphery speed of the bicycle wheel is such that guards to protect against the flying dirt, mud, grease and oil on present day roads obviously are required.

## Menace to Motorcycle Exemption.

Encroachments are being made on the freedom from registration requirements enjoyed by motorcyclists as compared with automobiles, and the circumstances are threatening. Only by the most vigorous work and militant vigilance have motorcycles been kept exempt from the regulations imposed on automobiles in such states as New York and New Jersey, and it has been necessary, in order to maintain that exemption, to convince the legislators over and over again that in their nature the motorcycle and the automobile are two entirely different kinds of vehicle, and that the motorcycle is but a development of the earlier bicycle. This argument, according to the legislative mind, however, is being seriously weakened by the efforts of the hybrid vehicles of the three wheel type, to be classed as motorcycles for exemption from registration and as automobiles when being presented commercially.

The matter of the number of wheels is not the determining point of distinction between a motorcycle and an automobile, as there are three wheel motorcycles and three wheel automobiles, and the attempts to disguise the latter as motorcycles, so that they may escape the regulations of automobile laws, is throwing an unjust defensive burden on the bona-fide motorcycles.

Those who contended for and obtained exemption for motorcycles were fighting no battle for vehicles bearing a close relation to an automobile but arbitrarily called motorcycles because they have three wheels. If exemption is insisted upon for the latter on the ground that they are motorcycles, the temporary effect may be to relieve them of the requirements of the automobile laws, but the certain ultimate effect will be to pull all motorcycles into the meshes of the automobile laws.

The light vehicles that are of tubular construction, that have pedals and a saddle on which the driver sits astride, and that even to the unpracticed eye are purely of the cycle type of construction are properly regarded as motorcycles. But there has developed a class of vehicle with three wheels that so manifestly partakes of the character of the automobile that its technical classification as a motorcycle, is a violence to common sense.



# Coming Events

1910 OCTOBER 1910							1910 NOVEMBER 1910						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

October 4-6, Kansas City, Mo.—Motorcycle races at Elm Ridge Park; open.

October 5, Springfield, Ill.—Motorcycle races at state fair.

October 5, Cumberland, Md.—Baltimore Motorcycle Club's race meet at Cumberland Fair.

October 7-8, Chicago, Ill.—F. A. M. Western District two days endurance run to Indianapolis, Ind.; 345 miles.

October 8, Spokane, Wash.—Motorcycle races at Interstate Fair.

October 8, West Orange, N. J.—Motorcycle races at Olympic Park.

October 8, Providence, R. I.—F. A. M. Eastern District fall business meeting in Verdanti Hall, 8 p. m.

October 9, Guttenberg, N. J.—Cycle races and sports carnival at Guttenberg race track, under auspices of New Jersey and New York Divisions of the Century Road Club of America.

October 9, San Francisco, Cal.—Bicycle races at Golden Gate Park.

October 9, Toledo, O.—Toledo Motorcycle Club races at county fair.

October 9, Easton, Pa.—Easton Motorcycle Club's endurance run to Port Jervis, N. Y., and return.

October 21, Frederick, Md.—Baltimore Motorcycle Club's race meet at Frederick Fair.

October 27, 28 and 29, Dallas, Tex.—Three days' motorcycle meet at state fair.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show in Madison Square Garden. Motorcycle section.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth national show in Coliseum. Motorcycle section.

## Buffalo Six Days is Postponed.

Buffalo's six days race, which was scheduled to take place during the week of November 14th, at the Broadway arsenal, has been postponed. It now is scheduled for the second week in January.

## Armory Race Meet for Brooklyn.

Armory racing on a big scale is being promoted in Brooklyn, N. Y., by John J. Fleeson, who has had considerable experi-

ence in managing athletic meets. Fleeson is to give a meet for the Forty-seventh Regiment, at the latter's armory, Marcy avenue and Heyward street, on the night of October 8, and if the affair is a success a succeeding series of meets will be given. An imposing array of professional and amateur riders in the contests is promised.

## Youthful Trio of Motorcyclists.

That they are three of the youngest motorcyclists in the United States is the claim



made for the trio of motorcycling proteges whom F. E. Stratton, the motorcycle and bicycle dealer of Colorado Springs, Col., has under his wing. He does not give their ages, but as evidence of their youthfulness submits the accompanying picture of the boys, Tom Brinker, Harold Stratton and Freeman Wetherby, as they were about to start on their Excelsiors for a 150 miles run to Denver and return.

## Produces a Pipe for Motorcyclists.

Pipe smoking while motorcycling would seem a rather difficult indulgence, but a



foreign pipe manufacturer believes he has solved the difficulty by producing pipes of the peculiar shape indicated in the illustration. The bowl hangs below the stem, with the open end pointing backward, so that the contents of the pipe are protected from the wind.

## Many Entries for Providence Run.

Fifteen entries already have been secured for the annual "triangle run, which is to be given by the Providence Motorcycle Club, of Providence, R. I., on Sunday, October 9, and, according to B. A. Swenson, who is doing a good part of the work in making the affair a success, it will be the biggest motorcycle event in New England this year. Letters have been received from motorcyclists all over New England requesting entry blanks, and indicating that the entry list will be a big one before the closing date on October 6. The run, which will take in the three cities of Providence, Boston and Worcester, a total distance of 138 miles, as previously explained, is for amateur F. A. M. members, and to increase the list of eligibles the Providence club members are gathering in a sheaf of F. A. M. membership applications. These applications are receiving prompt treatment from Secretary Gibson, of the F. A. M., and the new members are receiving their buttons and other membership perquisites in record time.

## Perfecting Western Run Details.

Arrangements are rapidly being perfected for the Western District F. A. M. endurance run, to be held October 7 and 8, from Chicago to Indianapolis. As previously indicated, special encouragement is being held out to private owners, while the trade riders will contend for the Examiner Cup. It is expected that a large entry list will be received, with at least 100 riders entering from the state of Indiana. The run will be of about 375 miles, the first night control being at Fort Wayne, Ind. After finishing in Indianapolis on Saturday, the contestants will remain over Sunday. The start will be made from in front of the New Southern hotel at 6:30 a. m., October 7, all riders having reported at the Winton garage, 1259 Michigan avenue, on or before 1 p. m. of the preceding day. Applications for entry blanks should be made to L. J. Leonard, 732 Sheridan road, Chicago, who also will receive the completed entries. The entry fee is \$3 for private owner and \$5 for trade riders.

## Eastonians to Tour to Port Jervis.

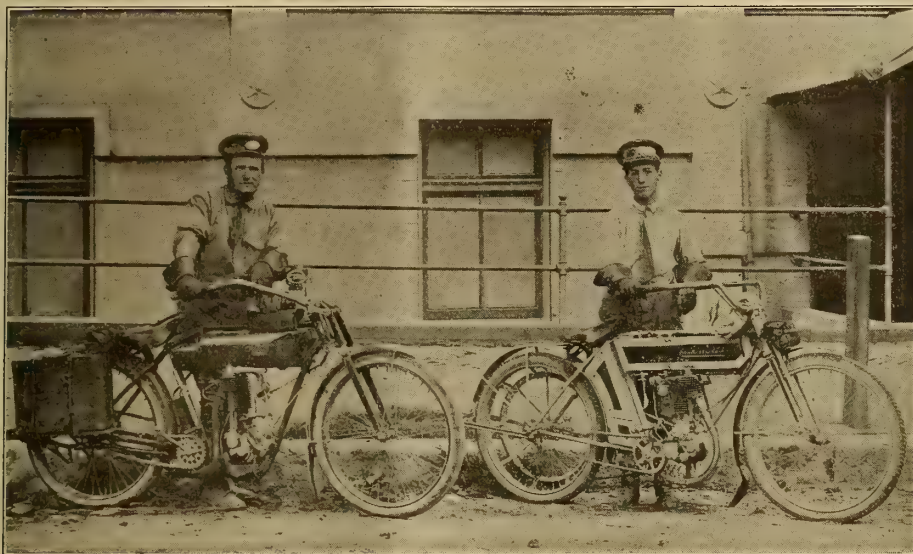
The Easton Motorcycle Club of Easton, Pa., is planning an "endurance" run from its club house to Port Jervis, N. Y., and return, for October 9. The route will be through Delaware Water Gap and East Stroudsburg, and will be about 69 miles each way. The affair is purely of a social and pleasure nature, and in order to induce unattached motorcyclists to get acquainted with the club, the entrance fee of one dollar includes a club membership for six months. Arrangements to prevent racing have been made, the speed to be maintained at 15 to 20 miles per hour in order that inexperienced riders may qualify for the bronze medals given to those who finish.



## SAVES HIM BOTH TIME AND MONEY

Traveling Salesman Combines Business  
with Pleasure by Using a Motorcycle  
—Tells His Experience.

Having purchased a Thor IV motorcycle P. F. Gunnerson, who is a grocery salesman traveling in northern Missouri and southern Iowa territory for the Nave-McCord Mercantile Co., has discovered it possible to save half his time, cut his expense account in two and still do the same amount of work that he has been accustomed to do. At least, that is the hopeful conclusion reached after his recent trial



GUNNERSON AND COMPANION READY FOR THE ROAD

trip, which was his first extended experience with a motorcycle.

The machine arrived on Friday, and after having ridden it on Saturday around the streets of St. Joseph, where his headquarters are, Gunnerson proposed to C. W. Reid, the local Thor agent, from whom the machine had been purchased, that the latter send out a man from the shop to accompany Gunnerson over his regular route with the new mount.

Accordingly, the following day, accompanied by Adelbert Oaks, of Reid's staff, he left St. Joseph for Blockton, Ia., a distance of 96 miles. About half the way the roads were very hilly and part of the way they were rough as well, but the pair arrived at 5 p. m., without delay, save only the couple of hours spent for dinner.

Monday morning the business part of the undertaking was begun, the day's work amounting to that which ordinarily would have been covered on Monday and Tuesday. Tuesday's experience was the same, and the pair reached St. Joseph on Wednesday at 2 p. m., having covered the novice's regular week's work and, incidentally, some of the worst hills and highways in northern Missouri. In summing up his experience, Gunnerson says:

"Our entire trip covered 406 miles, passed through 38 towns, included calls on the merchants in 28 of them, and netted me a good week's trade and a pleasant outing—all for \$13.75. This included paying the hotel bills of my companion and myself. It costs me \$35. to make this same trip by rail and livery."

### Navy Officer Chooses Cycle Test.

As a cycling enthusiast Commander William M. Crose, U. S. N., has found a way to combine pleasure with business by riding his bicycle. Commander Crose has been appointed governor of the United States possessions in the Samoan Islands, and he stopped on his way there to visit relatives at Indianapolis. At the same time he is

attending to business by undergoing the endurance test required of the officers of the army and navy.

"This exercise," said the commander, "is demanded by the American people. Army and navy officers are required to come up to a certain physical standard and to do something to prove that they are in condition. The conditions of the endurance test are that the officer shall make one hundred miles in three days on horseback, on foot or on a bicycle, according to his choice. I chose the bicycle, riding 40 miles the first day and 37 miles the second, leaving an easy finish of only 23 miles for the third day's riding."

### Abandoning Railroads for Cycling.

That the popularity of bicycles is accountable for a great decrease in railroad travel in Great Britain is indicated by figures recently issued in relation to third class traffic. It is supposed that a large part of the 8,000,000 decrease in passengers for the year is due to many suburbanites using bicycles in preference to trains to reach their work. Aside from the economical point of view, the advantages in favor of health, pleasure and independence of train schedules are apparent.

## CALCULATING WIND'S RESISTANCE

Ingenious Deductions in Relation to Power  
Output and Speed—Conclusions Come  
to by an Investigator.

Bicyclists who have been brought almost to a standstill by a sudden gust of head wind are well aware of the important part that wind resistance sometimes may play in governing the power required to pedal the machine. But a strict comparison of the power absorbed in that way and that necessary to propel the mount in a following breeze blowing at the same velocity as that of the bicycle is a little out of the ordinary.

In connection with a consideration of the amount of power required to drive a motorcycle, reference recently was made in these columns to the experiments of one enthusiast who in a very systematic manner went about the task of finding out in pounds exactly how much pull was required to drive an ordinary bicycle over ordinary roads at various rates of speed. Taking these results as a basis for his calculations, another cyclist of analytical mind has undertaken to determine the exact relation between windage, as it is called, and what he terms machine friction.

"Air resistance should vary as the square of the velocity," says the enthusiast in Cycling, "whilst it is probable, judging by other analogies, that the machine friction is a more-or-less constant quantity over a considerable range of speed. In the case of trains, it is stated that the resistance (apart from air resistance) actually falls off at higher speeds. This does not mean, of course, that less power is absorbed or required at higher speeds, but only less power per foot traveled. Of course, if twice as many feet are traveled per second, twice the power will be required to achieve that result, assuming the resistance to be constant. In the case of air resistance, however, four times the power would be absorbed at twice the speed."

Taking as a basis of calculation the figures for pull, or tractive effort, that had been obtained by the simple process of towing a bicycle and rider by means of a rope to which a spring balance had been attached, he determines the amount of the "machine friction" by the simple process of calling the friction "x" and resorting to a little high-school algebra in order to find its value, thus:

"At 10 miles per hour, the tractive effort being 3.7 lbs., and x representing the machine friction, the air resistance is obviously  $3.7 - x$ . Similarly, at 20 m.p.h. it is  $10 - x$ . But, by theory, this should be four times the previous figures, so that we get the equation:  $(3.7 - x) 4 = 10 - x$ . Worked out, this gives a value of 1.6 for the con-



stant machine friction; and, by subtraction, 2.1 and 8.4 for the respective air resistances, one being four times as great as the other. The other speeds, taken in pairs, viz., 18 m.p.h. and 9 m.p.h., 16 m.p.h. and 8 m.p.h., etc., give values of 1.7, 1.7, 1.66 and 1.43, the mean of the whole being 1.62, or, say, 1.6. Deducting this constant 1.6 from the total tractive resistance, as shown above, we get the figures shown below."

Speed	Traction Effort	Machine Friction	Air Resistance
6	2.2	1.6	.6
7	2.6	1.6	1.0
8	2.9	1.6	1.3
9	3.3	1.6	1.7
10	3.7	1.6	2.1
12	4.5	1.6	2.9
14	5.4	1.6	3.8
16	6.5	1.6	4.9
18	8.1	1.6	6.5
20	10.0	1.6	8.4

Basing his conclusion on these calculations, the enthusiast makes the deduction that, "if the machine friction is only 1.6, or thereabouts, it amounts to only 1 per cent. of the weight of machine and rider, a fact speaking volumes for modern machines and tires. The whole tractive effort at 6 m.p.h. is by actual test under  $1\frac{1}{2}$  per cent.

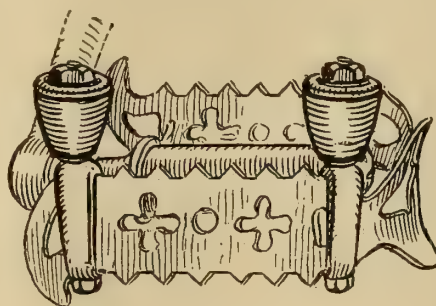
"What is badly wanted is a complete investigation of the mechanics of the bicycle, such as has been accorded to most other machines," he adds. "We need to know by actual tests the rolling resistance of various tires, thick and thin, under proper loads and at various stages of hardness; the mechanical efficiency of the driving gear when new, and also when badly worn, etc. The last figure would, I think, be a startling one. Such tests, especially that of the driving gear, should represent actual conditions as far as possible, the driving being done through the crank and pedal mechanically, and with a pedal pressure and speed proportioned to actual riding conditions. This would need a little scheming, but it would not be so very difficult to get a good approximation to actual conditions."

#### Toe Clips that Give Quick Relief.

According to the notion of very many cyclists the conventional form of toe clip is both a delusion and a snare. The particular objection that is raised against the various styles that cover the toe of the shoe, of course, arises from a nervous feeling that in the event of a spill they would fail to release the foot and so would cause an unpleasant, if not dangerous, tumble. Bearing this objection in mind, an English inventor has produced, in the Wineburg clip, a rather novel variation of the conservative pattern, which is designed to clasp the sole of the shoe only and not the entire toe.

As the picture shows, the device consists of a pair of little clamps that engage the side plate, or outer portion of the frame, of a rat trap pedal, one at either end. Surmounting the clamps are inverted conical

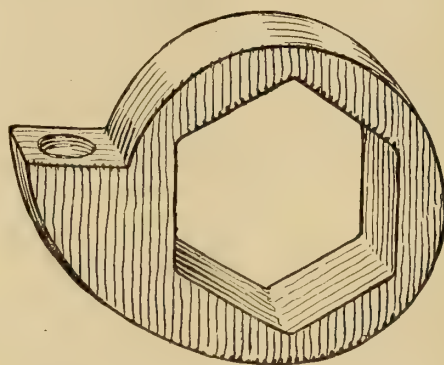
rollers, which may be adjusted to the width of the sole by means of the set screws that hold the clamps in place. With this arrangement a certain amount of yielding in the rubber of the rollers, together with the fact that their grip on the shoe is rather light, may be supposed to ensure immediate release of the foot in the event of a violent wrench of the sort that would accompany a fall. Another point in favor of the scheme, and one calculated to appeal to



the class of cyclists that is unable to endure pressure across the toes, is that it leaves the foot absolutely free to work under the flexible restraint of the shoe.

#### Spanners for the Awkward Places.

Despite the precautions of designers there are several points about the average motorcycle where are located nuts or studs that cannot be reached conveniently with the ordinary wrench. For the most part such fastening devices are such as are employed in securing more or less permanent parts, and under ordinary circumstances do not need to be got at except when the machine is being dismantled. It occasionally happens, however, that such nuts work loose in the course of hard service and require to be tightened. The tinker's usual



resort in such a case is to the "Baltimore" wrench, namely, a hammer and cold chisel. But as that tends to batter the nuts and spoil the appearance of the machine it is far better to make use of a little arrangement of the sort shown in the picture.

The scheme is nothing more nor less than to employ a flat disc which has a hexagonal hole in the center and a radial surface extending from one side in the shape of a shoulder. By slipping the collar thus formed over the nut a good hold is obtained upon it, while a slight depression

in the surface of the shoulder affords a resting place for a "dolly-bar" or punch. By shifting the collar about on the nut and driving with a hammer and punch a very satisfactory adjustment may be obtained and much useful time economized. The idea, somewhat elaborated, has been employed in England in the Ukantes "driving spanner," as it is called. The device is supplied in varying sizes for different needs.

#### Puncture Precipitates a Near-Riot.

To have a punctured tire is disagreeable enough, but when the puncture almost causes the cyclist to be nearly mobbed it is exasperating to say the least. Such, however, was the experience of Leland Fife, a machinist of Ogden, Utah, on his way home from the Southern Pacific shops recently. A remarkable chain of circumstances in which the puncture, a boy, a small dog and a crowd of women figured pretty nearly proved his undoing. He was riding down 22d street when the tire blew out with the report of a pistol. The small boy, in an effort to satisfy his natural curiosity, fell over the dog, which ran howling down the street closely followed by the boy, bruised by his fall, and likewise howling. Several women, jumping at the conclusion that the cyclist had shot at the dog and hit the boy, promptly surrounded and attacked the unfortunate rider, who with difficulty made his explanations. What came near being a serious proposition then developed into an absurd incident.

#### Speedometer Proves Hyperbolical.

That a speedometer is not always infallible was admitted by Motorcycle Policeman Presley, of Indianapolis, Ind., after he had arrested several automobilists and motorcyclists for speeding. The policeman took them to court, charging them with having gone thirty miles and more an hour, according to his own speedometer. Upon the vigorous protest of one of the motorcyclists, that he was going less than fifteen miles an hour, the policeman's speedometer was brought into the court room. Although detached from moving wheels the needle of the instrument pointed to twenty miles an hour. When the magistrate saw this queer behavior on the part of the speedometer he discharged all "speeders" and advised the cop to have his instrument attended to.

#### Forbid Automobile Horns on Bicycles.

Cyclists using automobile horns as a means of making pedestrians scurry to the sidewalks are under the ban in Paris, France, as new traffic regulations, lately adopted, forbid the use of such horns on bicycles. This will particularly affect the newspaper carriers, many of whom, in order to negotiate the crowded streets, have abused the use of the motor horn, even successfully imitating the fire horn toot.



# ADVENTURES STILL BESET HELGESON

Los Angeles Trans-continentalist Reaches Minneapolis and Takes a Rest—Then Continues Trip Toward New York—Saved by a Scared Locomotive Engineer—On Fine Roads Again

Leaving Forsyth with the pleasant anticipation of never returning, I pushed over a rocky hill road to Miles City, arriving at 3 o'clock. In addition to the high charges for work, they charge from 35 to 45 cents a gallon for gasoline. As it was Sunday I was unable to obtain provisions, so camped on a beautifully timbered spot on the banks of Toug River.

I was about to eat my dinner and supper of bacon and coffee when I found I had camped in the midst of native Indians, from whom I had hard work rescuing my meal. After several of the braves were furnished from my tobacco pouch and had looked the machine over in wonder, they marked a nearby tree and withdrew. Distrusting their intentions of a future visit I changed my camp to a bridge further down stream. After obtaining provisions in Miles City the next morning and looking over the town, I moved on to the banks of the Yellowstone, where I pitched camp. I had made 66 miles in the two days.

The road now became a mere rocky trail, so I took to the railroad, riding between the rails for about ten miles. Choosing the lesser of two evils, I again took to the road, making in all about 40 miles through an uninteresting country principally devoted to herding. I camped for the night on the Yellowstone, but obtained little sleep, due to the coyotes. After quieting them with a fire I obtained some rest, and in the morning pushed on to Glendire.

After laying in stores I started out over the Bad Lands, but, due to the sandy road broken by creeks and quick sand, was forced to take to the railroad again after a few miles. Sometimes riding and sometimes walking, and all the time wondering how the tires could stand the punishment they were getting, I pushed on till dark.

Making a camp a short distance from the track, I ate a "dry" supper of Van Camp's pork and beans, bread and doughnuts, and, crawling into my sleeping bag, fell asleep, tired out by the 42 miles traveled. Breaking camp, I traveled on with only a lemon between myself and thirst, but finally struck a party of railroad men who supplied me with ice water. The cinders now compelled me to walk, covering only nine miles in the morning. The so-called roads were very poor until the North Dakota line was reached, after which I struck good roads. Half a mile of Sentinel Butte, N. D., I camped at a ranch, having covered 39 miles.

The motorcyclists' ambition to cross the Bad Lands is soon damped by the actual experience. I struck the worst section of

the Bad Lands and was compelled to ship the machine from Sentinel Butte to Dickinson, a distance of 50 miles. Here, laying in stores, I forded two creeks and camped a short distance from Taylor, N. D., having traveled 67 miles.

Starting on Saturday, August 13, I encountered good roads, but the date seemed to be a hoodoo. When seven miles from Richardton it started to rain, but, opening the motor, I did the distance in 11 minutes. After the rain I headed for Glen Ullen, where I was again held up by the storm. After a late start I proceeded over the deep, muddy roads on low speed. Had I not had a two-speed free engine I would have been "up against it."

The night caught me near a Russian village. I was cold and without provisions. After trying several ranches outside of town, I camped on the prairie without food or drink. A very uninteresting country, peopled by inhospitable Russians, lined the 48 miles traveled.

Starting out on a cloudy morning without supper or breakfast, I went about three miles to the next ranch. Here they were about to start for church, and it was some time before I was able to persuade them to give me something to eat. Finally seating myself at the table I made them give me breakfast, to which I did full justice. After thanking them, I went on to Mandan, where I had dinner. Crossing the railroad bridge, I passed the Missouri River and reached Bismark, N. D.

In Bismark I laid up for four or five days, cleaning the machine, fishing, bathing and resting while waiting for the roads to dry up. With the exception of seven miles of sand near Tappen I had good roads all the way to Jamestown. I camped at Urbana, about 14 miles east of Jamestown, after covering 120 miles.

It being Sunday, I spread myself on breakfast, and after eating eggs and bacon, bread and buns, and drinking some good camp coffee, made 25 miles to Valley City. Here my cousin, O. Knutson, introduced me to a few of the motorcyclists. At 2:30 we started out, and after about 15 miles riding they left me to push on to Fargo alone. About ten miles outside of town night caught me, and I had to ride the rain-cut roads by my lamp's light. After making 87 miles in half a day's run I put up at the hotel for a change from camping.

Leaving Fargo, N. D., I took a new route for Minneapolis, following the Great Northern railroad. The first 25 miles was so rough that one of the saddle bags ripped

down, dropping the contents along the road. After going back over the road about 20 miles I recovered almost everything. A rancher telephoned to town, stating that I had found some of my things. When I went for them, he insisted on my staying to dinner. This was in pleasant contrast to the Russian ranchers previously passed. Going over the road a third time I reached Barnsville, where I took on more gasoline.

Passing from sandy road to prairie I found myself at a straw stack, and was compelled to ride two miles over the prairie to the main road. Here riding was good and I soon reached Fergus Falls, where I again filled my gasoline tank.

I now encountered the lake region, the excellent road winding through timber in and about a beautiful chain of lakes. This is very fine, beautiful country, the fields being set around several small towns. Farming is conducted on a large scale and, as plenty of rain has fallen, a large crop is expected. After covering about 116 miles, I put up at the Ashby hotel.

After a late start I next day pushed on over the excellent roads of the lake region, taking the hills on high speed, to Alexandria, where I met M. P. Friedenberg, who has a garage on Main street. He took me to dinner and after stocking my machine with gasoline and oil, sent me on my way to St. Cloud, where I had supper. After supper I went to Clear Lake, where I put up at the hotel. Leaving Clear Lake in the morning in the mist, I went through Anoka and over the Mississippi, arriving at Minneapolis at 11 o'clock. After standing in front of a camera for a newspaper reporter I left the machine to be overhauled and went to Menominee, Wis., to visit relatives for a couple of weeks.

Minneapolis to Chicago.

Chicago, Ill., September 19.—Having "rested up" after my strenuous trip to Minneapolis from the Pacific coast, I left that city for the East at 11 a. m. on the 14th inst., accompanied by C. E. Lilleberg, of the Minneapolis Motorcycle Club, who, like myself, rides a Minneapolis two-speed. We headed for Eau Claire. The roads were very good to St. Croix River. Here we had to wait for an hour and a half for a ferry, which latter finally took us across to Hudson, where we had a mid-day dinner. Later in the day we stopped at Baldwin, Wis., to shake hands with old friends. Baldwin being my birthplace, I met friends whom I had not seen for 15 years.



Woodville was our next stop, where I tried to look up a cousin, but the latter was not at home and we pushed on. The roads were excellent until within 15 miles of Menominee, Mich. Then we struck rough going and a few patches of sand. Eight miles out of Menominee, my friend Lilleberg ran out of gasoline, so I left him to watch the machines while I walked to a farm house to see if we could get any there. No, they did not have any gasoline, but they had half a dozen dogs that made me hit the nearest trail for the fence.

I walked back to Lilleberg and told him that the farmer did not have any fuel, but that a fellow could get a "bite" up at the house if he wanted one. I was going to divide up what fuel I had and give Lilleberg some, but we heard the honk-honk of an automobile, and when the machine hove in sight we stopped it and asked the automobilists to help us out. This they did by giving us a quart of gasoline, which was more than enough to take us into Menominee, where Lilleberg's part of the trip terminated. Our travels since morning had taken us 78 miles.

On Thursday, 15th inst., both Lilleberg and myself emerged with our machines after an early breakfast, and left Menominee at about 8:30, he pointing his front wheel toward Minneapolis for his return, and I heading for Chicago. For the first ten miles the roads were fair, and then very sandy into Eau Claire. It was nothing but sand from Eau Claire to Chippewa Falls, and for 15 miles outside the latter. After that the roads improved and were good all the way to Marshfield. Distance, 122 miles. Casualties for the day, one chicken.

Good roads continued out of Marshfield, which was left behind at 8 o'clock the following morning, Friday, 16th inst. At Milladore they began to get bad again, and were very poor to Stevens Point, with lots of sand. Too closely skirting a tree that stood beside the road, I broke off a pedal, but as I had an extra pedal pin I was not delayed very long. After an hour's stop in Stevens Point, I mounted again and pointed toward Waupaca. The road was all sand. To escape I rode a path beside the road. From Waupaca to Oshkosh was a very good stretch, and I certainly did make up for lost time, arriving in Oshkosh at 5 p. m., after 146 miles riding.

In Oshkosh I was the guest of John Scheuer, himself a motorcyclist. We got up early on Saturday morning and I got the pedal pin replaced that I had broken at Stevens Point. Mr. Scheuer accompanied me out of the city to get me on the right road, and I left Oshkosh behind at about 8 o'clock. There was a strong head wind to buck all morning, but the roads were good all the way to Milwaukee and I sailed in sight of the city at noon, having covered the 83 miles easy fashion. Just as I got into the city I ran into a dog and spilt all over the pavement. The dog was un-

derneath. I found my pedal again broken, my mud guard bent and a big dent in the tank. An inventory of myself showed that I was shy some skin on my cheek, my elbow and knee, but the accident did not amount to much.

After getting my machine and myself all together, I rode one block up Walnut street to George P. Schmitt's repair shop. He insisted that I take dinner with him. After dinner we put in a new pedal pin and straightened the mud guard, and then I decided to rest up for a couple of hours, as I was somewhat stiff from the fall. After getting limbered up I filled my tank and was ready to start, when they halted me to make me "look pleasant" into a camera. I got started at 4:15 in the afternoon and rode into Racine, 27 miles away, in time for supper; my day's travel having been 110 miles. The roads were very soft from Milwaukee.

Because of rains during the night, I made a very late start from Racine on Sunday, 18th inst., having waited for the road mixture to thicken. From Racine to Waukegan was mud all the way, and between these places I went by several automobiles that were hopelessly stuck. From Waukegan, however, the roads were fair to Fort Sheridan, from which latter point I followed the fine old Sheridan road into Chicago, where I arrived in the afternoon, after 72 miles riding. My path all along the way from Milwaukee to Chicago was in sight of Lake Michigan.

My Minneapolis two-speed with Hartford tires now has covered 6,301 miles, without a bit of engine trouble. I have had only one puncture, not being bothered in this respect since leaving western Montana, and the tires are still holding out and look as though they were going to stand the entire trip through. From Minneapolis to Chicago the distance is 528 miles, and for this distance I used 10 gallons of gasoline and a gallon of oil.

#### Chicago to Ashtabula.

Ashtabula, Ohio, September 27.—Leaving the city of Chicago at 10 a. m. on September 20, I rode through South, Washington and Jackson parks en route for South Bend, Ind. I found the road good until within about five miles of Michigan City. Here I struck a sandy strip of road paralleling the railroad. A short distance from the railroad crossing I had the worst spill of my trip, and one which came near ending it. In the heavy sand the machine, with its baggage, weighing in all 300 pounds, upset and pinned me down, the engine lying on my legs and the frame on my body. After trying vainly to help myself and only succeeding in burning my legs, I decided to lie quiet until help should come. After about half an hour a train passed. Although it did not stop, it reported my trouble at the next station. Another half hour must have passed before a hand-car crew of four men came to my rescue. On being re-

leased, I found that with the exception of burned and cramped legs I was all right, as was the machine.

The men reported that the engineer thought he had run into a motorcyclist and had thrown him into the road. They expected to find me pretty well cut up and possibly dead. As it was a very lonely road, it is a good thing the engineer was scared as otherwise I might have lain there for some time.

Getting the numbness out of my body and thanking the men, I again started on. I reached Michigan City with no further trouble, excepting a blow out. Repairing the tube and putting on a sleeve, I rode into New Carlisle, Ind., and put up at the Hotel Carlisle, having made 95 miles.

After a late start the next morning, I pushed on to South Bend, where I spent a pleasant hour with several tourists. I reached Butler about 6 o'clock, with nothing of interest on the way except a couple of blow outs. Indiana has the best roads I have struck yet, and I had cleaned up 101 miles in the short time I had been on its roads. As I was having a leather sleeve made, I did not leave Butler till 1:30 p. m., and had hardly gone four miles when one of my tires went down. I found one of the patches had slipped, and as I had three laced sleeves on this tire it was an hour before I was under way again. The roads being fine, however, I soon made up for lost time and reached Swanton, O., at 6 o'clock with 60 miles more to my credit.

I left Swanton at 8:30 on the morning of September 23, and soon made the 26 miles to Toledo, O., where I spent a couple of hours sightseeing. Leaving Toledo on the Old Turnpike road, I had 60 miles of fine riding, which I took at 35 miles per hour. Taking on stores at Norwalk, I reached Oberlin, O., at 4:45, and, as it started to rain, I decided to be satisfied with the 112 miles made that day.

I did not get started for Cleveland until late the next afternoon. With the exception of two miles of mud I had fine roads for 42 miles, and I soon reached Cleveland. I left the machine with the Hartford Rubber Works Co. to have the tires changed for the first time on the trip. I had ridden my Hartford tires 6,700 miles with only seven accidents—five punctures and two blow-outs. The laced sleeves, however, made a road repair so difficult as to warrant the change. On Sunday, September 25, I had dinner with the Vincent brothers, the local agents for the Minneapolis motorcycle, and afterward went about town with a number of motorcyclists.

After dinner on Monday some of the local riders escorted me about 30 miles to Painesville, giving me a good start on my way. From Painesville the road was soft and muddy and it was 5:15 before I covered the 57 miles to Ashtabula, O. This is a city of some 20,000 people and claims to have the largest harbor on Lake Erie.

A. H. HELGESON.



## NAVAL OFFICERS FIND DIVERSION AND SPORT IN MOTORCYCLE RACING.



Probably the most exciting event of H. M. S. Excellent's sports at Portsmouth, England, recently was the officers' motorcycle race, which, instead of being held on a track, was run over the sort of lawn or turf for which England is famous. The picture was taken a few yards from the finish line. The naval officers are by no means unproficient in the operation of the machines, as many of them are ardent motorcyclists so far as their opportunities on land permit.

**Complications Arise from Her Mistake.**

Young women who leave their bicycles for repair or adjustment should avoid the error which almost put a young woman at Wareham, England, into jail. After leaving her machine at a cycle shop, she strolled about until she thought the repair should be finished. On returning she mounted the machine she supposed to be hers and rode away. She was soon stopped by a constable, who made it plain to her that there was some explanation due as to why she should run off with another woman's bicycle. Matters ultimately were explained satisfactorily, and she was permitted to take the machine that really was her own.

**Invitations to a Cycle Claiming.**

Bicycle owners of Salt Lake City, Utah, who have missed their machines recently are requested to pay a visit to the police station and see if they can identify their property among the collection of bicycles on exhibition there. The police have been quite active recently in bringing in abandoned bicycles which have been picked up on the streets, and they have about 25 waiting for owners. Several arrests have been made in connection with the thefts but on account of lack of evidence few convictions have been secured.

**Cycling Girls Have a Champion.**

Uninformed persons sometimes ask why girls do not ride bicycles. For those who blunder in this respect, Charles A. Persons, the cycle and motorcycle manufacturer of Worcester, Mass., has an answer to the

effect that girls do not ride bicycles "because they do," and to show that they do, he supplies photographic proof of the kind



afforded in the illustration. Furthermore, he declares that the cycling girls whom one meets on the roads around Worcester "need neither paint, powder nor pads."

**Police Hound Traces Tire Tracks.**

Experiments being conducted by the London police with bloodhounds for running down criminals who resort to bicycles for making their escape, indicate that such a ruse will not prevent their detection, for, astonishing as it may appear, the keen scented animals are able to follow even a bicycle trail to a successful conclusion. A policeman was instructed to lay a trail partly on foot and partly on a bicycle, and at the end of the trail endeavored to lead a police hound on a false scent by leaning the bicycle against some bushes and hiding himself in others some distance away. Despite the fact that a high wind was blowing, the hound when released started off at a fast pace, which required mounted transportation of the officers to keep up with him, and went straight to the spot where the pretended culprit was hidden.

**Honeymooning on a Motorcycle.**

L. E. Fluke, of Chicago, demonstrator for the Harley-Davidson motorcycle, and his bride have completed a motorcycle honeymoon trip of four weeks. Riding a 4 horsepower Harley-Davidson single cylinder, covering 1,500 miles through Northern Illinois, Indiana, as far south as Kentucky.

**Motorcycle Aids a Rural Carrier.**

J. W. Salter, rural mail carrier on delivery Route No. 2, in Lee County, Georgia, has bought a motorcycle and now covers his 26 miles in less than four hours. He formerly kept two horses.



# Race Meet Results in Summary Form

## San Jose, Cal., September 18.

Five miles stock machines—Won by Court Edwards, Indian; second, Young, Thor; third, Klein, Thor. Time, 6:01½.

One mile against time, Jake Derosier, Indian—Time, 0:52.

Match between Seymour and Balke on Indians—First heat, four miles, won by Seymour; time, 3:42½. Second heat, five miles, won by Balke; time, 4:44½. Final heat, five miles, and match won by Seymour. Time, 4:41½.

Ten miles open, stock machines—Won by Court Edwards, Indian; second, Campe; third, Rea. Time, 10:40½.

Ten miles against time by Jake Derosier, Indian. Time, 9:11½.

Five miles handicap, bicycle—Won by Frank Walther, G. C. W. (1:15); second, Inman, G. C. W. (0:35); third, Brown, G. C. W. (0:35). Time, 14:44.

One mile open, bicycle—Won by Wayne Walther; second, Inman; third, Moore. Time, 2:48½.

Five miles match, motor paced, Berryessa vs. Diefenbacher—Won by Berryessa. Time, 9:50½.

## Los Angeles, Cal., September 18.

Three laps, professional—Won by Gordon Walker; second, Broadbeck; third, Brownie Carslake; fourth, Fred Keefe. Time, 1:20½.

Half mile handicap, Overland Club members—Won by Aston Sodaberg; second, L. Green; third, L. Sodaberg; fourth, F. Green. Time, 1:09½.

One mile handicap, amateur—Won by Huey; second, Rusher; third, Bryson; fourth, Jones. Time, 4:17.

Two miles lap, handicap, professional—Won by Gordon Walker; second, Pye; third, Carslake; fourth, Keefe. Time, 4:24.

Five miles motor paced match, best two in three, five mile heats, Ray Duer vs. Ernest Pyc—First heat won by Duer; time, 5:13. Second heat won by Pye; time, 5:22½. Final heat and match won by Duer; Time, 5:04½.

One mile motor exhibition by M. J. Graves, Merkel. Time, 1:03½.

One mile motor exhibition, F. E. Whittler, Merkel. Time, 1:18½.

## Dayton, O., September 23.

Two miles, trade riders—Won by Harry Nixon, Merkel; second, Howitz, Indian; third, Jacobs, New Era. Time, 2:38½.

Five miles, trade riders, 30½ cubic inches—Won by Nixon, Merkel; second, Howitz,

Indian; third, Taylor, Emblem. Time, 6:26½.

Five miles, private owners—Won by G. H. Farrer, Indian; second, Fred Nixon, Indian. Time, 6:34½.

Ten miles, trade riders, 30½ cubic inches—Won by Nixon, Merkel; second, Howitz, Indian; third, Taylor, Emblem. Time, 12:39½.

Ten miles, trade riders—Won by Nixon, Merkel; second, Howitz, Indian; third, Farrer, Indian. Time, 12:37.

Ten miles handicap—Won by Nixon, Merkel; second, Howitz, Indian; third, Taylor, Emblem. Time, 12:37.

## Norristown, Pa., September 24.

Five miles, trade riders, 61 cubic inches—Won by C. H. Thompson, Jr., Merkel; second, Walter Goerke, Indian; third, F. Mercier, Indian. Time, 4:40½.

Ten miles handicap, trade riders—Won by W. Goerke, Indian; second, F. Hart, R-S; third, F. Mercier, Indian. Time, 12:29½.

Five miles professional match race—Won by A. G. Chapple, Merkel; second, F. Seery, Indian; third, W. H. Robinson, Indian. Time, 4:42½.

Fifteen miles, professional—Won by F. Seery, Indian; second, W. H. Robinson, Indian; third, A. G. Chapple, Merkel. Time, 15:04½.

## Los Angeles, Cal., September 25.

One mile handicap, professional—Won by Ernie Pye; second, Gordon Walker; third, Brownie Carslake. Time, 1:57½.

Half mile open, professional—Won by Iver Lawson; second, Walker; third, Keefe. Time, 1:05½.

Three miles motorcycle match race—Won by Herbert Kittle; second, F. E. Whittler. Time, 3:20.

Three-quarter mile, amateur—Won by J. Huey; second, S. Oliver; third, Givlin; fourth, G. Smith. Time, 1:21.

Half mile match—Won by Brodbeck; second, Carslake. Time, 1:55½.

Three miles motorcycle match—Won by M. J. Graves; second, A. Kittle.

Half mile, Overland Club members—Won by Camanoti; second, Rusher; third, A. Sodaberg. Time, 1:08½.

## Newark, N. J., September 25.

Five miles match, professional, Frank L. Kramer vs. Jack Clarke—Won by Clarke. Time, 12:16.

Five miles, national championship, ama-

teur—Won by Frank Blatz; second, Chester Smith; third, Herman Kjeldsen. Time, 12:51½.

Australian pursuit, professional—Won by Peter Drobach; second, Alfred Goulette; third, Patrick Hehir; fourth, Fred McCarthy; fifth, Chris Scheller. Distance, 1½ miles.

Three miles invitation, professional—Won by Percy Lawrence; second, W. L. Mitten; third, Jacob Magin; fourth, Charles Stein; fifth, Jumbo Wells. Time, 6:58½.

Half mile handicap, professional—Won by Floyd Krebs (40); second, Teddy Billington (55); third, Tommy Smith (30); fourth, Patrick Hehir (scratch); fifth, Peter Drobach (30). Time, 0:55½.

One-third mile handicap, amateur—Won by Herman Kjeldsen (10); second, William Pettit (25). Time, 0:39½.

## Clifton, N. J., September 25.

One-third mile open, amateur—Won by H. Brooks; second, Rend Hofkin; third, H. Denkle. Time, 0:42½.

Half mile professional match—Won by George Wiley; second, Fred Jones. Time, 1:08½.

One mile professional match—Won by George Wiley; second, Fred Jones. Time, 2:24½.

Ten miles, motor paced—First heat won by Collins; time, 14:36½. Second heat won by Moran; time, 13:54. Third heat (five miles) won by Collins. Time, 7:04.

One mile amateur open—Won by Rend Hofkin; second, H. Brooks; third, R. W. Wernau. Time, 2:24¼.

Two miles, motorcycle—Won by H. St. Yves; second, C. Ruden. Time, 2:05.

## Guttenberg, N. J., September 25.

Ten miles, trade riders—Won by Walter Goerke, Indian; second, Frank Hart, R-S; third, Ferd Mercier, Indian. Time, 11:28½.

Ten miles match, professional, A. G. Chapple, Merkel, vs. Frank Seery, Indian—Won by Chapple. Time, 10:21½.

Five miles, trade riders, 61 cubic inches—Won by Walter Goerke, Indian; second, Frank Hart, R-S; third, Ferd Mercier, Indian. Time, 5:20½.

Five miles pursuit, professional—Won by A. G. Chapple, Merkel (scratch); second, Frank Seery, Indian (¼ mile). Time, 5:12½.

Four miles, novice—Won by Charles Ruck, R-S; second, M. C. Wright, Indian; third, W. B. Hubschmidt, Indian. Time, 4:50.



## ANOTHER "CUP THAT CHEERS BUT NOT INEBRIATES."



Of the twelve men who received perfect scores in the New York Motorcycle Club's quarterly trials on September 11, none could look more pleased than Joseph Buckingham, who gained his cup on a Harley-Davidson. In fact he looked so amiable and contented as the result of his success and the performance of the only Harley-Davidson in the contest that the expression was too good to lose, and it was given photographic record of the kind shown in the illustration.

**Heavy Registration in Massachusetts.**

Steady increases in the number of motorcyclists in Massachusetts are shown by the registration figures, the list of registered machines on September 1, 1910, giving a total of 3,042. This is a gain of 827 over the figures on September 1, 1909, when 2,215 machines were on the registered list.

**Major Weed Appears on the Coast.**

Major Edward A. Weed, the veteran bicyclist, who boasts having ridden 49,735 miles between his 55th and 63d birthdays, again has come to light, this time in San Jose, Cal. Major Weed formerly was well known in California, having at different times owned six different daily newspapers in the state, but he has not been in San Jose for 32 years. He is at present about

half way through a 700 mile tour of the state and rides his 100 pound bicycle, with its load of luggage and equipment, as briskly as he did several years ago, when he was seen in the East. Since leaving New York, he has ridden a total of 8,452 miles in 25 different states. After completing his California tour, he plans a 3,500 mile return trip, traveling East by way of Florida. He carries a camera and does a photographic business en route. An impressive array of medals decorate his breast.

**Trophies for Amateur Victories.**

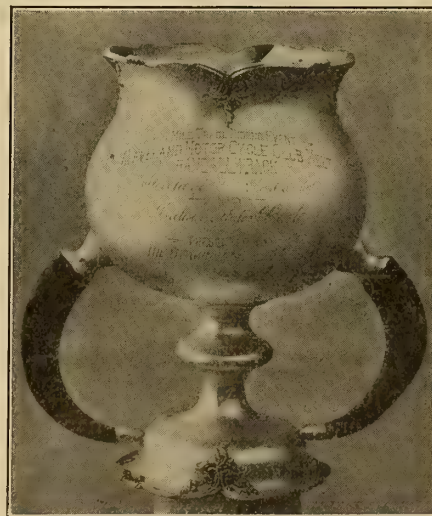
Many amateur motorcycle racers have reason to feel that the rewards of amateur racing are in some respects far better than those of professional competition, when the amateur trophies take the form of val-

uable pieces of decorative art, such as is shown in the accompanying illustration, of a loving cup that was presented to C. C. Stansbury at Peoria, Ill., on September 5. The cup was the first prize in the 25 miles free-for-all, which Stansbury won on his



single cylinder Harley-Davidson. The trophy is regarded by its owner as worth far more to him than would be its value in cash many times over, as the money would lack sentimental value originally and would be gone and forgotten where the cup remains to delight the eye and to recall a victory in competition.

Among the valuable and beautiful trophies given in connection with the Cleve-



land Motorcycle Club's first meet, at the Randall track, Cleveland, O., on September 10, was the elaborate loving cup shown in the lower picture, and presented by the Standard Welding Co., of Cleveland, for the winner of the 15 miles, trade riders, event. When the meet was over, the jewelers were ordered to engrave on the cup the name of the Indian motorcycle and the time of 14:15.



## MOLIN GOES 26 MILES ON A PINT

New York Motorcycle Club's Economy Test at Guttenburg Develops Remarkable Figures—Fifteen Contestants.

Competition to see who could go furthest on one pint of gasoline provided plenty of rivalry among the 15 contenders in the New York Motorcycle Club's economy contest, held on Sunday, September 25, in connection with the races at the Guttenberg (N. J.) track. D. Molin, on a 4 horsepower N. S. U., was able to squeeze out the biggest mileage, his mark being 26 miles, which gave him a decisive victory in Class 1, for private owners with machines up to 30.50 cubic inches piston displacement. In Class 2, for private owners with machines 30.50 to 61 cubic inches, Michael E. Toepel, on a 5 horsepower Indian twin, was the winner, with 12 miles. Stanley Kellogg, on a 4 horsepower Excelsior, took the honors in Class 3 for trade riders, up to 30.50, by making 22 miles, and Frank Hart, 6 horsepower R-S, was the victor in Class 4, for trade riders, 30.50 to 61 cubic inches, his distance being 12¼ miles. The club plans to hold another consumption test in the latter part of October, in which the contestants will start with full tanks, and after being paced around the track at 30 miles per hour for a given number of laps, the addition of fuel necessary to make the tanks again full will be measured and honors awarded accordingly.

### Shelbyville, Ind., September 25.

Five miles, trade riders—Won by John Merz; second, E. G. Baker; third, Harry Stuart. Time, 6:36½.

Three miles open—Won by John Sink; second, O. C. Jones; third, Fred Stewart. Time, 4:02.

Unlimited pursuit race—Won by John Sink (scratch); second, John Merz. Time, for 15¼ miles, 25:51.

Ten miles handicap—Won by E. G. Baker (scratch); second, Harry Nixon; third, O. C. Jones. Time, 13:50.

Ten miles open—Won by John Sink; second, John Merz; third, O. C. Jones. Time, 13:06 3-10.

Three miles open, private owners—Won by Rolyn Barnes; second, O. C. Jones. Time, 4:23.

One mile time trials—John Sink, 1:17; John Merz, 1:18 and 1:18½; Harry Nixon, 1:20; O. C. Jones, 1:21; E. G. Baker, 1:22 and 1:24.

### Olympic Park, N. J., September 25.

Five miles handicap—Won by E. Pflieder, Yale (0:45); second, J. Stevela, Harley-Davidson (1:00); third, J. Neis, Harley-Davidson (0:10). Time, 6:51½.

Five miles, handicap—Won by H. Ayrault, Merkel (scratch); second, Percy

Drummond, Indian (0:15); third, E. Pflieder, Yale (0:15). Time, 6:56¾.

Miss-and-out—Won by Percy Drummond, Indian; second, E. MacDougall, Merkel; third, Peter Boshen, Indian. Time, 2:16¾. Distance, 1½ miles.

Six miles—Won by E. Pflieder, Yale; second, E. MacDougall, Merkel; third, F. Brand, R-S. Time, 8:52¾.

Two miles novelty—Won by Peter Boshen, Indian; second, A. Krieger; third, F. Brand, R-S. E. Pflieder, Yale, finished first but was disqualified for running over line.

One mile handicap—Won by Percy Drummond, Indian; second, Peter Boshen, In-

## Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

MORGAN & WRIGHT  
DETROIT

dian; third, J. Sherwood, Harley-Davidson. Time, 12:43.

### New Century Wins Berg Trophy Race.

Originally run on the road on August 28, and won by the Garden City Wheelmen, of San Jose, Cal., but declared no contest because of some riders having violated the rules by accepting pace, the third annual relay race for the Berg Trophy was held at the stadium in Golden Gate Park, San Francisco, on Sunday, 10th inst., and was won by the New Century Wheelmen. Holmes rode the last relay for the New Century's and beat Waltz of the Garden City's by a close margin. Four teams competed, each being represented by six men, who rode in relays of eight and one-third miles. The Garden City team previously had won the trophy twice and another victory would have given it to them permanently. The Oakland Wheelmen and Golden City Wheelmen never were factors, and the struggle narrowed down to the Garden City and New Century teams. The New Century's captured the first relay after a hot fight, and the Garden City's evened things up in the second instalment. The third relay was a dead heat and the fourth brought out the stars of each team who had been saved for the occasion,

## NEMZER FIRST IN C. R. C. OF A. RUN

Century Contest Warmly Fought—Hausenbauer Captures the Time Honors by Making the Distance in 5:34:15.

At 10 o'clock, on Sunday, September 25, Starter V. J. Lind sent 90 riders off on the Century Road Club of America's eleventh annual century run. The route lay over the 25 miles course from Floral Park to Amityville, L. I., round trip being made twice. Twenty-three of the 25 place prizes offered were claimed, Frank Nemzer winning the first, a Yale Racer. C. Hausenbauer beat J. Kopsky by one-fifth of a second for the first of five time prizes and received a Columbia Racer for his victory.

The order of finish was as follows:

1—F. Nemzer, C. R. C. of A. (1:45), 5:54:05; 2—W. Farrel, Iver-Johnson (1:30), 6:04:20; 3—J. Schmidt, C. R. C. of A. (1:45), 6:19:20; 4—H. Murphy, Empire City (1:00), 5:43:40; 5—H. Geiler, C. R. C. of A. (1:30), 6:14:40; 6—F. Moinner, C. R. C. of A. (1:30), 6:17:52; 7—P. Wilke, Iver-Johnson (1:00), 5:58:45; 8—J. Seamon, New York (0:40), 5:38:46; 9—J. Brexel, C. R. C. of A. (0:50), 5:48:46½; 10—G. Polaczy, New England (0:50), 5:52:50; 11—A. D. Dawson, C. R. C. of A. (0:50), 5:52:50½; 12—A. R. Cooley, C. R. C. A. (0:50), 5:52:51; 13—H. Blaida, New Harlem (0:50), 5:53:00; 14—W. C. Russell, C. R. C. of A. (1:45), 6:50:30; 15—G. Henry, C. R. C. of A. (0:40), 5:48:28.

The time prizes were awarded as follows:

1—C. Hausenbauer, Empire City (scratch), 5:34:15; 2—J. Kopsky, C. R. C. of A. (scratch), 5:34:15½; 3—J. Seamon, New York (0:40), 5:38:46; 4—H. Murphy, Empire City (1:00), 5:43:24; 5—G. Henry, C. R. C. of A. (0:40), 5:48:28.

### Vanden Dries Again an Amateur.

Henry Vanden Dries has been restored to the ranks of the amateur cycle racers, although he was declared a professional last summer at the time that a number of the Newark and Salt Lake "shamateurs" were turned into the professional field, where they properly belonged. After much effort, however, Vanden Dries has been able to persuade the National Cycling Association that he was innocent of cash chasing, and he has been given credentials that establish his right to compete in amateur events.

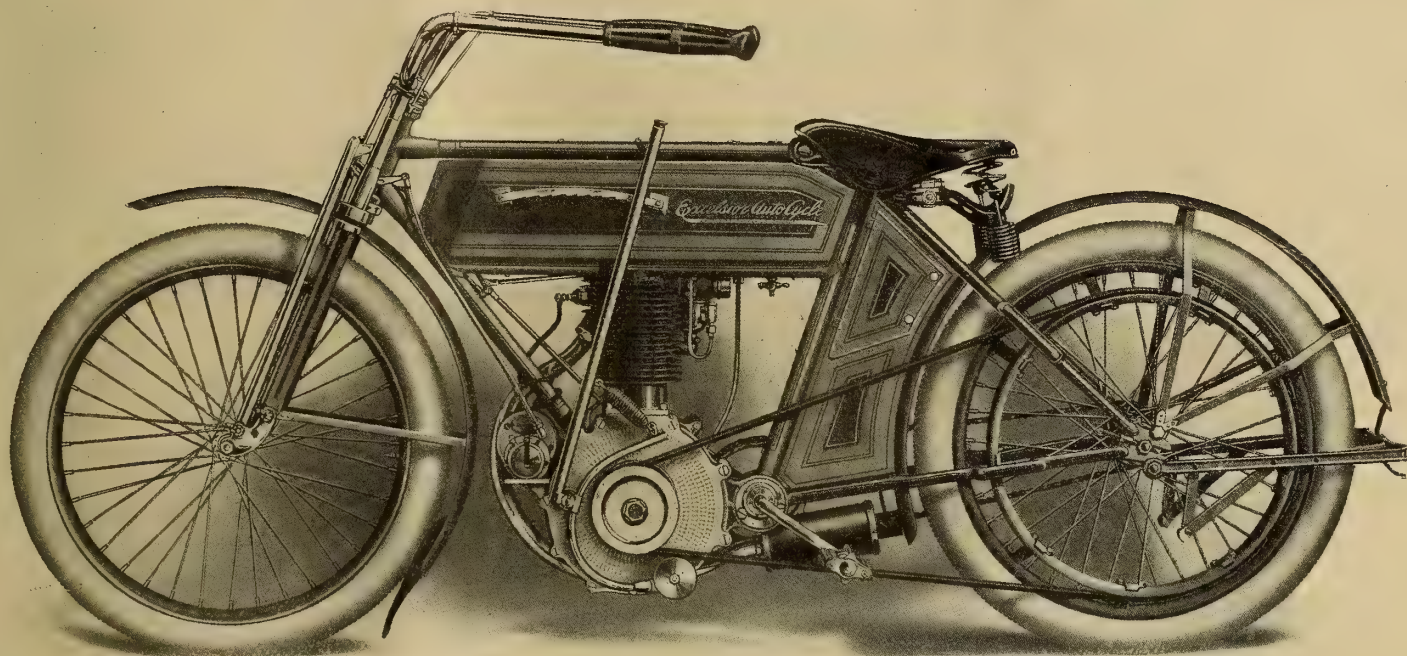
### Glasgow's Track to be Rebuilt.

Built 13 years ago, the three and one-half laps cement cycle track at Celtic Park, Glasgow, and the only one of its kind in Scotland, has proved unable to hold the speeds which are attained in present day motor paced racing, and is to be rebuilt. The present low banking is to be replaced with steeper surfaces capable of holding high speeds, and other improvements are planned.



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## DARRAGON IN DECISIVE VICTORY

**Easily Defeats Parent, Lavalade and Seres Behind Pace—Makes a New Record for 100 Kilometers.**

Darragon again has defeated all his opponents, and incidentally has established a new record for 100 kilometers. After Darragon captured the title of champion of France, defeating Lavalade and Parent in the most decisive manner, these two riders, and Seres, the young aspirant to international championship honors, challenged Darragon to a return match, and Darragon immediately consented. This match was run on Sunday, September 18, at the Velodrome du Parc des Princes, Paris, France, and Darragon proved his superiority beyond all question or doubt.

After three false starts, the riders finally were sent off amid the shouts of a crowd estimated at over 40,000 people. Seres, although suffering from acute indigestion, started off at a furious clip, nearly succeeding in lapping Parent before the third lap. His illness, however, compelled him to slow down, and Darragon forged to the front, with Parent second, Lavalade third, Seres fourth. The two other participants, Miquel and Bardonneau, were so far outclassed that no one paid any attention to them. The race soon developed into a duel between Darragon and Parent. Soon the records began to tumble. From the twentieth kilometer up the existing paced records were broken. Parent was lapped at this time, and for 20 kilometers managed to hang on close to the flying Darragon. Seres dropped out. At the fiftieth kilometer (time, 38:16—record) Parent was lapped again and from then on lost a lap about every nine kilometers. Darragon seemed to be able to ride circles around the other contestants, and finished the 100 kilometers in 1:17:49½. During the last 30 kilometers the other four riders hardly paid any attention to Darragon, but settled down to a fight among themselves for second and third places. Parent finished second, nine laps behind Darragon, and Lavalade third, seven laps behind Parent.

### Karho Cycle Club Prosperous.

Celebrating its first anniversary, the Karho Cycle Club, of Allentown, Pa., has reported a prosperous year. Many runs were indulged in, some of considerable length. Byron Schock has been elected president and Karl L. Ritter secretary-treasurer for the the ensuing year.

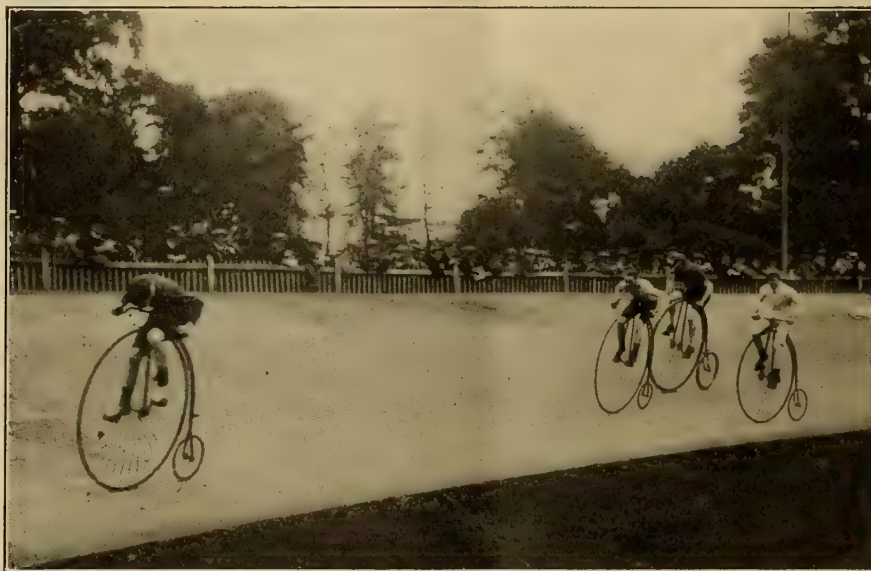
### Key West Initial Meet Successful.

The first racemeet held by the Century Cycle Club, of Key West, Fla., on September 9, resulted in five closely contested events. The half mile for boys ended in a tie between Frow Russell and Gabriel

Lowe. A quarter mile match race between Sepharino Almyda and Winfield Roberts was won by the former. The quarter mile open was taken by Frank Roberts, with Willie Dexter second. In the half mile open Merrill Bethel was declared winner, while Johnny Quinn took the 4½ miles endurance run. The meet is to be followed by several more.

### Reviving Racing on "Ordinaries."

Racing on the old style "ordinary" or "high" bicycles has been revived in England, to the extent that events for these machines occasionally are carded to lend interest and variety to the racing programs. At a recent meet at Herne-hill the riders of the "ordinaries" were given two oppor-



BARTLEET WINNING CHALLENGE CUP RACE FOR "ORDINARIES"

tunities to demonstrate what they can do on a modern banked track, one number being a half mile handicap, in which the scratch man, H. W. Bartleet, made the distance in 1:22½, and the other a mile challenge cup race, in which Bartleet again was the victor, in 3:36½. The contenders all were veterans, as the younger generation of racing men are not in possession of such mounts and would feel anything but "at home" on them.

### Plan Excursion to Los Angeles Races.

The new and flourishing San Diego Motorcycle Club, of San Diego, Cal., is planning to attend the motorcycle races to be held in Los Angeles either October 2 or October 9. Railroad passenger cars for members and friends as well as a freight car for motorcycles have been chartered.

### Motorcycle Races for San Antonio.

Motorcycle races are to be held in connection with the International Fair at San Antonio, Texas, and the San Antonio Motorcycle Club has made preparations for two Sunday meets. Nine events will be held on Sunday, November 6, and nine on Sunday, November 20.

## U. C. I. SETTLES WAR WITH GERMANS

**Racing Controversy is Ended by Compromise—No Fines for "Insurgents"—Rutt Free to Ride Here.**

After a quarrel between the Union Cycliste Internationale on the one hand and the German Radfahrerbund and Verband Radrennbahnen on the other, in which cycle racing men were forbidden by the U. C. I. to appear on the German tracks, peace between the warring forces has been restored. Victor Breyer, who is prominent in French sporting matters and who acts as the American delegate to the U. C. I., is cred-

ited with being chiefly responsible for the adjustment of the difficulties, which was reached at a meeting of the International Congress at Paris, on Sunday, September 18. The U. C. I. has made considerable concessions to the professional riders desiring to compete on German tracks. Breyer seeing a deadlock in the congress, which practically would serve to exclude all foreign riders from German tracks under penalty of suspension and fine by the U. C. I., submitted a resolution which was a marvel in diplomacy, as it served to save the U. C. I.'s face, while granting the requested autonomy of the German federations. It was decided to ignore the recent events in Germany as far as official records, championships and the like are concerned, but to permit all riders to take part in future German events, provided they do not ask the U. C. I. to intervene in their behalf, should they receive unfair treatment. No fines or suspensions will be meted out to the riders.

German riders who desire to compete in events held in other countries must become members of the U. C. I. One effect of the compromise will be to permit Walter Rutt, who stuck with the Germans, to ride again in America.



## RECENT PATENTS.

963,412. Magneto Generator. Charles W. Wilson, Edgewood, Ill. Filed July 26, 1909. Serial No. 509,498.

1. In a magneto generator, the combination of a U-shaped field magnet formed of a single piece of material and having resilient limbs, pole pieces applied to the limbs of the field magnet, an armature mounted between the pole pieces, and an adjustable member between the pole pieces for spreading them apart or permitting them to come together.

962,245. Variable Speed Coasting and Braking Hub. Albert F. Rockwell, Bristol, Conn., assignor to The New Departure Manufacturing Company, Bristol, Conn., a Corporation of Connecticut. Filed May 13, 1904. Serial No. 207,758.

1. The combination with a hub provided with a clutch, and a driver, of a shiftable clutch co-operating with said hub clutch, shifting connection between said shiftable clutch and said driver, a shiftable controller for said shiftable clutch, a reciprocity actuator for said controller, and threaded operating connection between said actuator and said controller, substantially as described.

962,289. Motorcycle. Luther H. Allen, Gravette, Ark. Filed July 14, 1909. Serial No. 507,534.

The combination with a wheeled bicycle frame, of brackets detachably connected to the frame, a split casing formed on one of

said brackets, a shaft rotatably mounted in said casing, a second shaft journaled in one bracket and said casing, enmeshing pinions connecting the shafts, a friction disk slidably keyed upon the second named shaft, a motor mounted in the bicycle frame and having a driving shaft, a friction disk fixed to said driving shaft and contacting with the first named friction disk, driven connections between the first named shaft and the rear supporting wheel of the bicycle frame, and means for changing the position of the first named disk with respect to the other.

962,443. Motorcycle Shock Absorber. Edward Loudenclos, Pasadena, Cal. Filed March 11, 1910. Serial No. 548,547.

The combination in shock absorbers interposed between the seat of a rider and a vehicle, comprising a yoke having secured thereto a top-plate and means whereby it may be secured to the vehicle, a bridge-plate with plungers provided with pins, means to fasten a seat to the said bridge plate, and recoil springs interposing between ends of the said top-plate and the bent ends of the said yoke, the said ends of the top-plate and yoke having holes and adapted to receive the said plungers, substantially as shown and described.

963,992. Bicycle Fork. Lyman H. Cobb, Fitchburg, Mass., assignor to Mary Elizabeth Johnson, trustee, Fitchburg, Mass. Filed March 25, 1909. Serial No. 485,684.

1. A bicycle fork, comprising prongs with the upper portion of said prongs rigid and the lower portion formed from a single

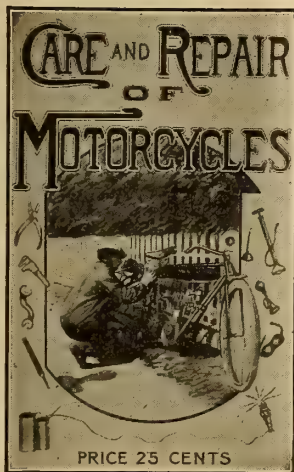
spring bar of approximately the same thickness throughout, with a return bend in its central section at its point of attachment to said upper portion and with the end of each arm of said spring bar attached to the wheel spindle.

963,993. Spring Fork for Bicycles. Lyman H. Cobb, Fitchburg, Mass., assignor to Mary Elizabeth Johnson, trustee, Fitchburg, Mass. Filed May 29, 1909. Serial No. 499,260.

1. A bicycle fork provided with prongs supporting the front wheel, each of said prongs having a pair of elastic arms, and a pair of washers interlocking the opposite sides of said arms provided with central holes to receive a wheel spindle.

965,093. Combination Rear Seat and Carrier for Motorcycles. Frank P. Fentress, Tacoma, Wash. Filed March 24, 1910. Serial No. 551,240.

1. In a device of the character described, a seat frame, curved supporting members beneath said frame having means at one end for detachably fastening them to the frame of a motorcycle, a frame secured at its upper end to the other ends of the curved supporting members and adapted to be detachably secured to the frame of a motorcycle, uprights connecting the forward end of the seat frame to said curved supporting members, and cushioning supporting members connecting the rear portion of the seat frame with the upper end of the frame connected with said curved supporting members.



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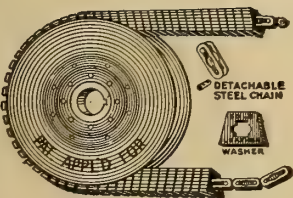
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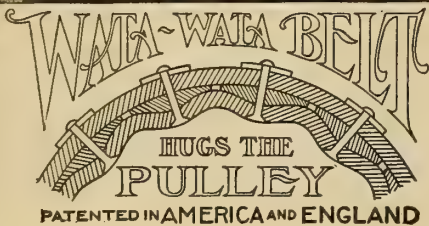
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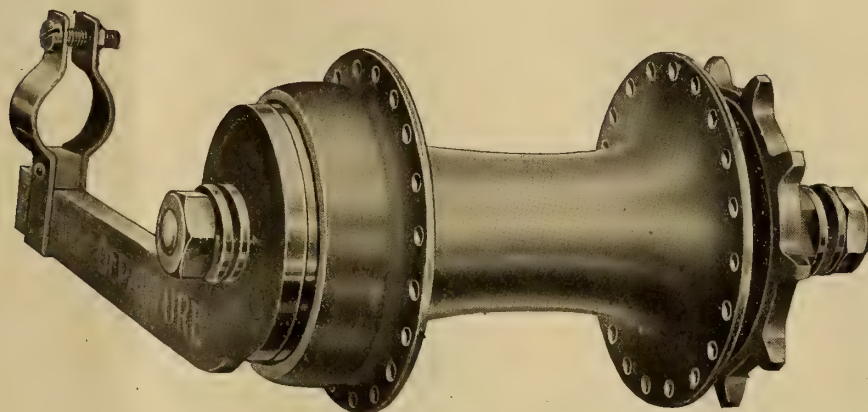
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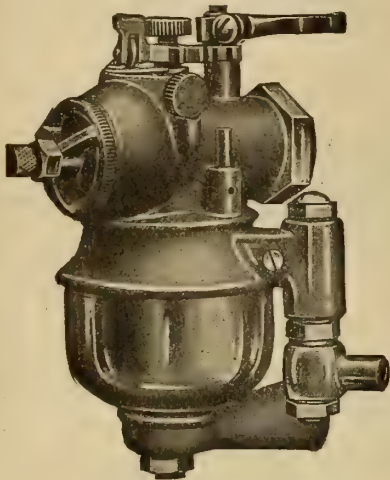
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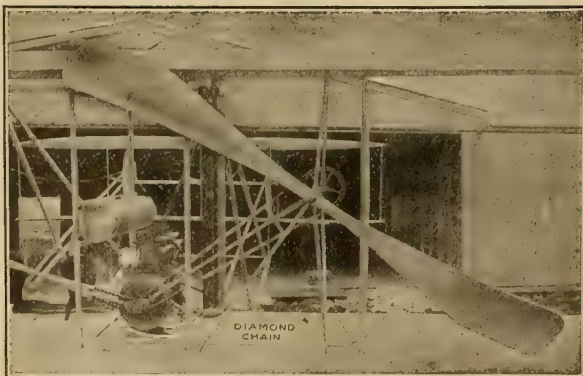
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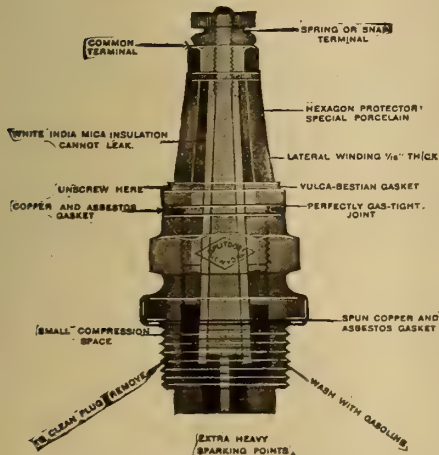
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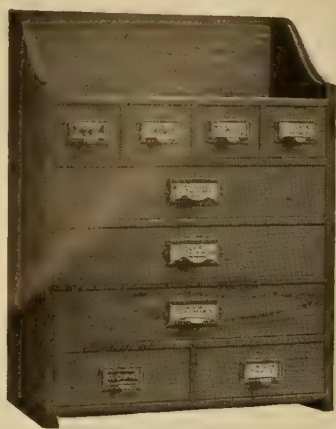
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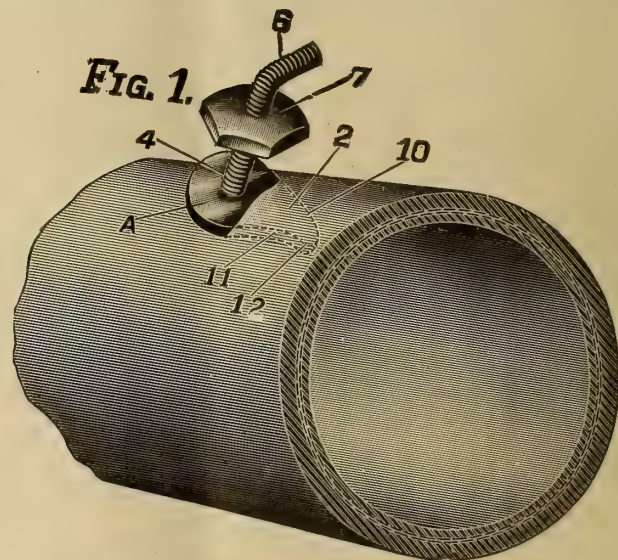
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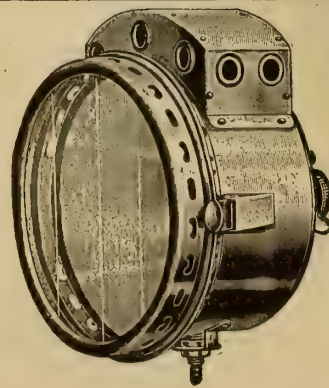
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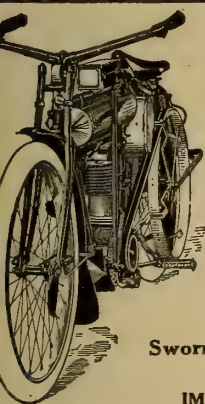
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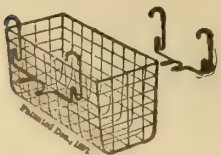
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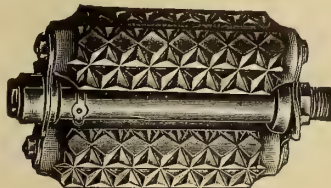
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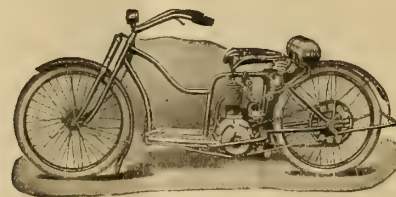
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## RELIANCE Motorcycles

Get catalogue and prices.

**Reliance Motorcycle Co.**  
Owego, Tioga Co., N. Y.

## NEW ERA Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

**THE NEW ERA AUTO-CYCLE CO.**  
No. 2 Dale Avenue DAYTON, OHIO

CAPACITY—EXPERIENCE—QUALITY—PRICE

**Steel RIMS** Motorcycle Single and Double Clinch  
Bicycle —also Belt  
Automobile Crescent and Drop Center

**GUARDS** Motorcycle and Bicycle  
Raised Center and Crescent

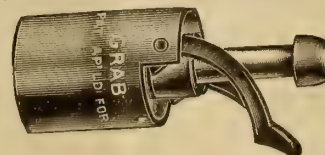
**MOTT WHEEL WORKS, Manufacturers, Utica, N. Y.**  
ABBOTT & BAILEY, Sales Agents, Majestic Building, Detroit

## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
**25c.**



Price Each  
**25c.**

The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

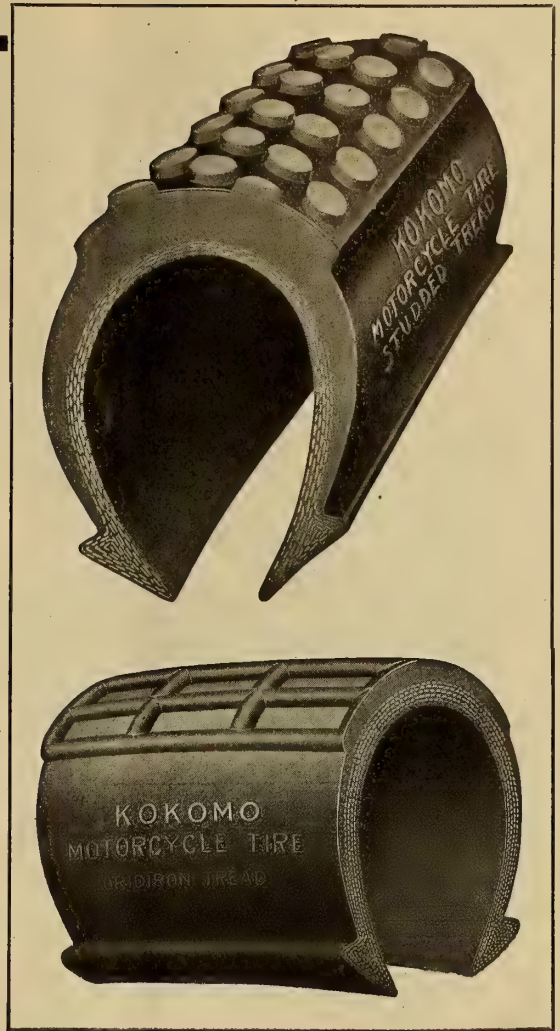
AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**  
55B Warren Street New York



# Kokomo Miles Number Millions

and they show a tire service that is unsurpassed in endurance, comfort and economy. We have been making Kokomo tires for years and years, and every year the riders and the trade want more.



# KOKOMO Motorcycle Tires

embody a tire making experience that means something to you in handling or riding them.

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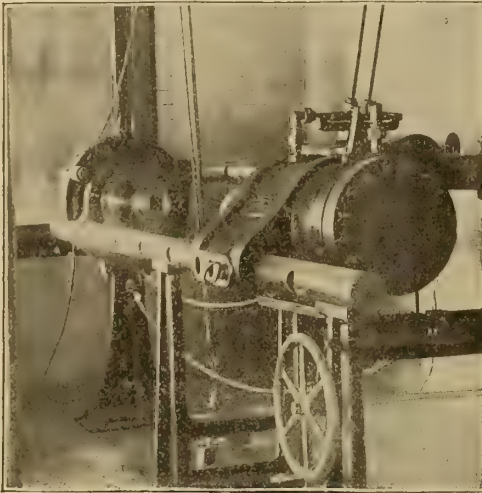
**Kokomo Rubber Company**  
KOKOMO, INDIANA



# There's a Difference Between Pope and Other Bicycles

## THE SELECTION AND TESTING OF STEEL

THE steel used in Pope bicycles is not only of the highest grade, each kind for its particular place, but is not ordered of the steel makers until the exact properties required for the different purposes are accurately ascertained by scientific tests. Our illustration shows the 100,000 pound hydraulic testing machine for tension and



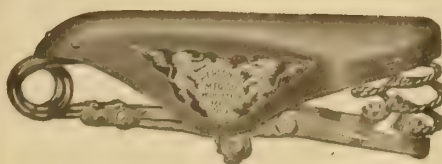
100,000 Pound Testing Machine

compression. This machine will correctly determine the force necessary to break any material from a needle to a heavy steel bar. By means of this machine and other appliances for ascertaining the effects of vibratory strains, we have been able to discover the exact qualities of steel required in each individual part, and by the same means in conjunction with the chemical and metallurgical laboratory we are enabled to maintain these qualities with unfailing accuracy.

Thus all our cranks are forged from a special high carbon steel made for us exclusively under our own formula. It costs more and is slower to machine, but it makes a stronger and better crank. Harveyized steel cups and cones produce bearings superior to any others. The steel balls used on the bearings are grade "High Duty AA," gauged to within 1-10,000 of an inch. The handle bar stems are made from steel forgings, instead of iron castings, which are common in many other makes.

And there are many other points of superiority.

**THE POPE MANUFACTURING COMPANY, Hartford, Connecticut**



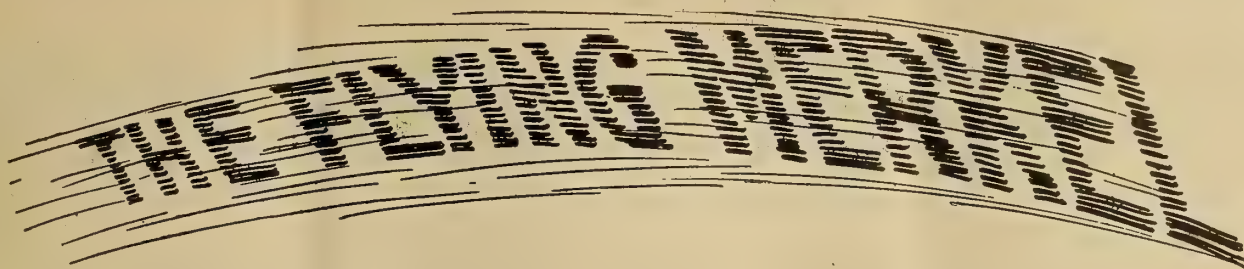
# PERSONS SADDLES

are "the seats of the wise." There is wisdom in selecting Persons saddles for oneself or for others. Quality and "know how" in saddle construction are well worth the money asked for them.

**Persons Mfg. Co.**  
WORCESTER, MASS.







## Breaks the World's Record for 50 Miles

On October 2nd, in Los Angeles, Whittler on a  
"FLYING MERKEL" broke a World's Record,  
going 50 miles in 36:34 4-5.

His average speed was over 82 miles an hour—his fastest  
mile was :42 4-5—his last five miles were caught in 3:35 4-5.

THIS one race in itself is sufficient evidence of the superiority of the wonderful ball-bearing Merkel Motor. But below look at the Merkel's other splendid winnings during the past few weeks. They are proof conclusive of the Merkel's tremendous speed, power and reliability. The "Merkel" tho a youngster has made good in every way—it has stood the test and won out. It now stands head and shoulders above its competitors as the premier motorcycle.

DETROIT, October 3rd, 4 FIRSTS, 4 SECONDS and 2 THIRDS.

GALESBURG, ILL., September 28th, 2 FIRSTS.

GALESBURG, ILL., September 29th, 3 FIRSTS and 1 THIRD.

DAYTON, OHIO, September 23rd, 4 FIRSTS.

SHELBYVILLE, IND., September 25th, 1 FIRST and 2 SECONDS.

NARBERTH, PA., September 24th, 2 FIRSTS and 1 SECOND.

OMAHA, September 25th, 1 FIRST and 1 SECOND.

MILWAUKEE, October 2nd, 3 FIRSTS.

DENVER, October 3rd, 1 FIRST.

Would an agency proposition interest you? Write us for illustrated catalog "D" and full particulars concerning The Flying Merkel—"The most comfortable motorcycle in the world."





**THE MOTORCYCLIST'S CHOICE**

**G & J TIRES**

**G & J TIRE CO.**  
Indianapolis, Ind.

**Pedals**

**Toe Clips**



**Spokes**

**The Hall Mark of all good bicycles.  
It's stamped on every spoke.**

**THE  
STANDARD CO.**  
Torrington, Conn.

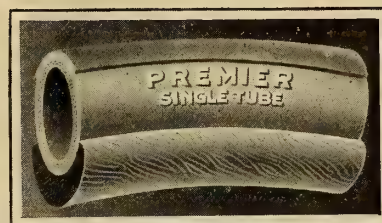


# FISK *Quality* BICYCLE TIRES

TIRE Quality and FISK Quality are so closely associated by discriminating wheelmen and motorists, that they mean the same thing. They both mean SERVICE—and Fisk Bicycle Tires are admittedly pre-eminent in that respect.



FISK NEW DEPARTURE ROAD TIRE and FISK PREMIER ROAD TIRE are identical except in style of tread, the NEW DEPARTURE having a special corrugated tread while the PREMIER has a raised one. They are of close woven fabric and represent standard quality; nothing better can be made at their price. They have been selected as regular equipment for many of the best known medium priced bicycles. Wherever these tires are once used they are strongly advocated.



*Write for illustrated booklet and prices of Fisk Bicycle Tires.*

## THE FISK RUBBER COMPANY

Department E

*Branches in Twenty Cities*

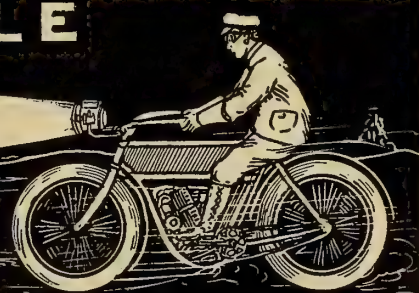
Chicopee Falls, Mass.

THE

MOTORCYCLE

*20<sup>TH</sup> Century*

HEAD  
and SEARCHLIGHTS



# REMOVAL NOTICE

Owing to our need of greater facilities for the manufacture of our Bicycle and Motorcycle Lamps we have removed our factory and offices to

420-422 Ogden St.

*20<sup>th</sup> Century Mfg Co*

NEWARK, N. J.



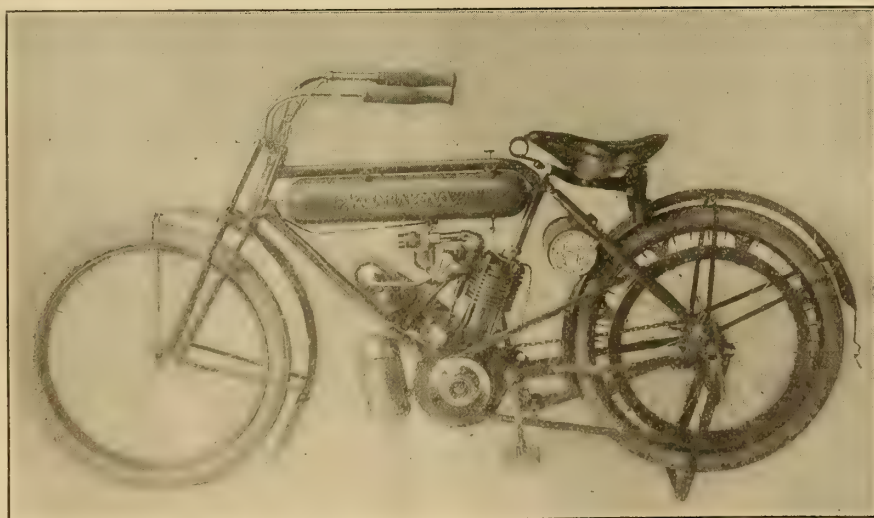
# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

## THE HAVERFORD **Sets a New Standard of Motorcycle Value**



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

Model H, Schebler Carburetor

**\$185**

Equipped with  
Bosch Magneto

Do you want to be a live agent  
or the satisfied owner?

Catalogue or agents selling proposition on request.

**1911 MODEL** <sup>Bosch</sup> <sub>Equipped</sub> **NOW READY**

## HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



## You Can't Tell by Looking at a Bicycle What that Bicycle Represents

❏ Bicycles are not sold these days by the color of enamel, the glitter of nickelled parts or the individual preference of the buyer. Not for a single minute. It's a case of not only what the bicycle is but what it represents, commercially speaking, that occupies the mind of the progressive buyer of today. Given a machine that meets his requirements, mechanically, the buyer's work is but commenced. His part is to analyze, carefully weigh and decide just what line of bicycles and which maker offers the most attractive proposition commercially. In other words, what offers the best net results. The decision has been so often made in our favor by the most discriminating buyers that there must be sound reasons for it. There are. Not one but many. And they loom larger and better the more closely they are scrutinized. Every man selling bicycles and motorcycles owes it to himself to be thoroughly acquainted with them.

❏ We cheerfully supply the information. Why not get it now?

**Emblem Manufacturing Co.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.



## You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A

strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, that dealers in all parts of the country are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us and see what there is in it for you. Start a letter today!

**The Goodyear Tire & Rubber Company**

MOAL STREET, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.



### **RACYCLES THEIR OWN SALESMEN**

In these days when one dealer is bucking a dozen other dealers, and all are after the business, the following may seem strange, but, nevertheless, it is true.

H. R. Moore, the local bicycle man, agent for the Racycle, recently received a demonstrator of the new Racycle motorcycle. Mr. Moore, however, was not contemplating entering the motor end of the business and so did not make any endeavor to boost the motorbike.

Much to his surprise, a few days later two of his customers on seeing the model immediately ordered duplicates, both of which Mr. Moore has just delivered.

Seeing that the Racycle "Motorbike" sells so easily, Mr. Moore will probably enter the motorcycle as well as the bicycle business.—From the San Diego (Cal.) Sun, August 13th, 1910.

# **Mr. Dealer**

**DO WE HAVE TO  
SAY ANY MORE?**

**THE MIAMI  
CYCLE AND  
MANUFACTURING  
C O M P A N Y**

**Middletown, Ohio**

**F. M. JONES**

**Pacific Coast Distributor**

**Sacramento, Cal.**

**Los Angeles, Cal.**



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, October 8, 1910.

No. 3

## TAKING SPACE AT CHICAGO SHOW

**Motorcycle Manufacturers File Applications—Fate of Independent Show to be Decided at Buffalo.**

After a period of holding off by the motorcycle manufacturers, in regard to exhibiting at the Chicago automobile show in February, a number of the makers have decided to take space and have entered their applications, so that a motorcycle section now is a certainty. The project for an exclusive motorcycle show, to be given in Chicago by the motorcycle manufacturers themselves concurrent with the automobile show is still in the air and has not been abandoned as yet, but it would seem to be less likely of consummation now that a number of the prominent members of the Motorcycle Manufacturers Association have made plans to participate in the automobile show's motorcycle section.

Inasmuch as many of the makers now appear disposed to exhibit, Manager Miles, of the National Association of Automobile Manufacturers, has arranged to accept applications for space in the motorcycle section up to the first of November. The allotment of space will take place immediately thereafter. The motorcycle section will be in the second week's show, when the commercial vehicles are on view. Until the Motor and Accessory Manufacturers makes its allotment for the second week, the location of the motorcycle section cannot be determined, as it will depend on what space is left after the M. A. M. allotment, which takes place on October 25.

Among the motorcycle exhibitors who have filed their applications for space are the Hendee Mfg. Co., Excelsior Supply

Co., New Era Autocycle Co., Miami Cycle & Mfg. Co., Pope Mfg. Co., Minneapolis Motorcycle Co., and the Bicycling World and Motorcycle Review. The Motorcycle Manufacturers Association is to hold a meeting in Buffalo on the 19th inst., at the Hotel Statler, at which the sentiment of the association as a whole will be given expression, in regard to the fate of the proposed separate show.

### Glismann Heads Syracuse Rubber.

The Syracuse Rubber Co., of Syracuse, N. Y., through its directors has elected J. Henry Glismann as president, treasurer and general manager of the company, succeeding Frank C. Howlett, recently deceased. Glismann was with Mr. Howlett for about 25 years, and for the last several years has been the assistant treasurer of the company.

### Will Handle Cycles and Motorcycles.

Motorcycles and bicycles are to take a prominent place in the stock of the Crown Garage & Machine Co., which has been incorporated in Corona, Cal., and which is to be located in the Taber building, at the corner of Sixth and Ramona streets. W. L. Peeler, president and manager, and F. M. Baird, secretary, are the owners.

### Chase Motor Opens in Baltimore.

The Chase Motor Co. is the style of a new concern which has commenced business at Charles and Reade streets, Baltimore, Md. It will handle the Harley-Davidson motorcycles exclusively.

### Hartford's Atlanta Branch Moves.

The Hartford Rubber Works Co., Hartford, Conn., is changing the location of its branch in Atlanta, Ga. Larger quarters are being taken at 19 Houston street.

## BUSINESS TO BE BIG NEXT YEAR

**Outlook Causes Manufacturers and Dealers to Wax Enthusiastic—Opinions of Three Prominent Tradesmen.**

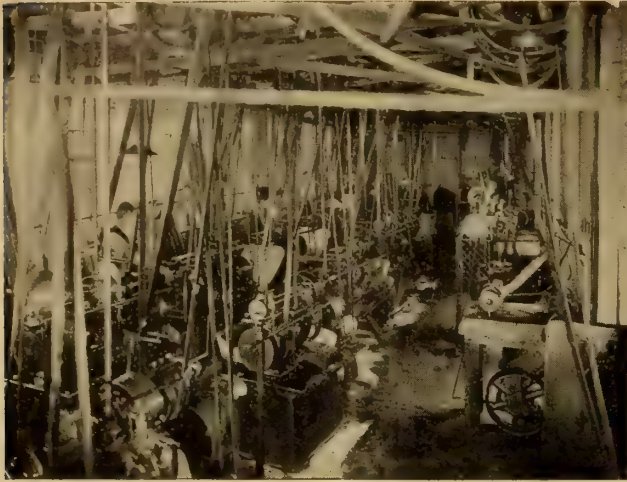
Business conditions in the cycle and motorcycle trade are so prosperous and the outlook so promising that even the most conservative of the manufacturers are tempted to enthusiasm of expression. B. S. Keefer, secretary of the Standard Co., Torrington, Conn., and one of the managing heads of the Eagle Co., Newark, N. J., the former company supplying parts and the latter accessories, is emphatic in declaring that business "is fine" in both the cycle and the motorcycle industries, and that the prospects for next year are highly gratifying. Similarly, Arthur Davidson, of the Harley-Davidson Motor Co., of Milwaukee, Wis., who is in New York City on one of his periodical eastern visits incident to the management of the sale of Harley-Davidson motorcycles, indicates that next year's business is opening up in a way that astonishes even the most optimistic.

That the dealers, too, are conscious of the activity and thriving condition of affairs is made plain by their references to the big business this past season and the expectation of a large increase for next year. An example is afforded in a statement by Howard A. French, of the veteran firm of Howard A. French & Co., Baltimore, Md., as follows:

"In the present year we have sold nearly twice as many motorcycles and bicycles as we have in any previous year, and to us this looks good, as we have been in business for ten years and have had a decided increase every year."



MAKING CYCLE AND MOTORCYCLE SADDLES—J. B. BROOKS &amp; CO., LTD., BIRMINGHAM, ENGLAND.



AUTOMATIC MACHINE SHOP



CLIP FITTING SHOP



LEATHER TOP FINISHING SHOP



SADDLE FRAME SHOP

#### Pennsylvania Elects Officers.

The Pennsylvania Rubber Co., of Jeanette, Pa., held its annual meeting of stockholders on Monday, 3d inst., and the following officers were elected for the ensuing year: Herbert DuPuy, president; Seneca G. Lewis, general manager; C. M. DuPuy, vice-president; H. Wilfred DuPuy, treasurer; C. G. Morril, assistant treasurer; George W. Shiveley, secretary. The report covering business for the first six months of the fiscal year ending August 1 showed an increase of sales amounting to 95 per cent. over a corresponding period of last year.

#### Bushnell Expands in Aberdeen.

The P. L. Bushnell Co., of Aberdeen, S. D., opens a wholesale and retail bicycle and motorcycle store on the 8th inst., at 316 South Lincoln street, where it has erected a two-story building. For the opening day the company provides a hurrah program well calculated to let the citizens of Aberdeen know that something is stirring at the new address, and bicycle races are

made a conspicuous feature of the doings, with prizes amounting to over \$100 in trade. The company will be prepared to handle all kinds of bicycle and motorcycle repairing, in addition to jobbing supplies.

#### Gougar & Todd Take an Appeal.

Gougar & Todd, of Denver, Col., have taken an appeal in their litigation with the Buffalo Specialty Co., of Buffalo, N. Y., involving a contract made with the Buffalo company in 1903, and relating to an agreement to sell no other tire fluid than Neverleak. The Denverites point out that they are not being sued for infringement, but that the litigation arises through differences in respect to the observance of the contract terms.

#### New Chicago Home for "M. M."

The Chicago branch of the American Motor Co. has moved into its new building at 2724 Michigan avenue, styled the "M-M" building. It has a frontage of 35 feet and is 110 feet deep, with floor space for 100 machines.

#### Cycle Exports Gain in August.

Continued gains are evidenced in the export of cycles, the figures for August shewing \$54,641 as against \$50,403 for the same months last year. Although the export market shows a healthier tone as indicated by July and August figures, the results for the eight months ending August, 1910, still are somewhat lower than in 1909, the amount for this year being \$486,683 and for last year \$516,732.

#### Mahns is Opening in Red Bank.

H. Mahns, of Asbury Park, N. J., is opening a bicycle establishment in Red Bank, N. J., which will be run in conjunction with his present business. In Red Bank he will be located on East Front street, opposite the Globe hotel.

#### Los Angeles Motorcycle Organized.

The Los Angeles Motorcycle Co. has been incorporated under California laws with a capitalization of \$20,000. The directors include H. B. Drollinger, James P. Blair and Ben Straube.



## MEASURING THE CANDLEPOWER

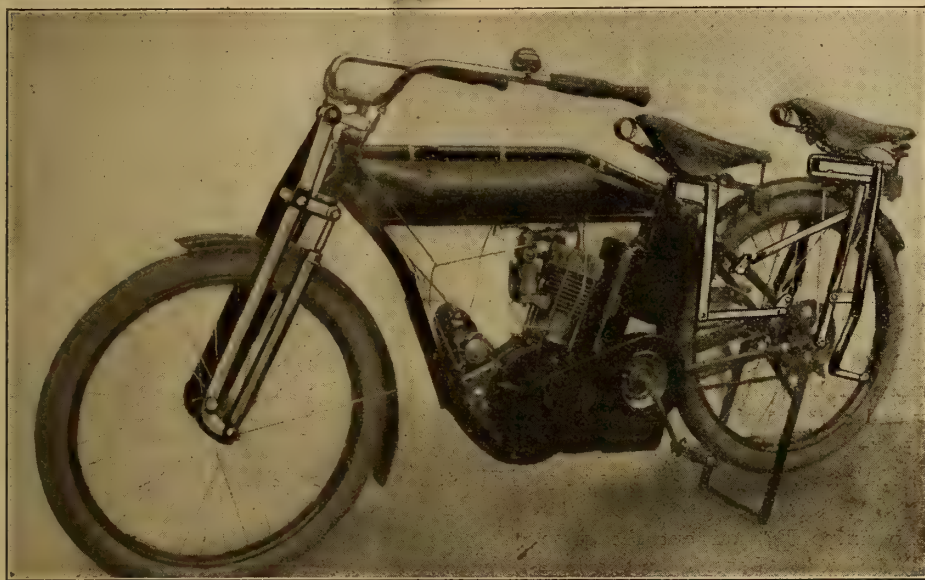
Simple Test for Bicycle or Motorcycle Lamps—Gives an Absolute Standard of Illumination.

An easy method of obtaining the candlepower of a bicycle or motorcycle lamp, for which the apparatus is not hard to get, is available to anyone who is good at arithmetic. Place a small upright rod before a white screen in such a manner that the light from a standard candle will throw a shadow of the rod on the screen, which may be of cardboard. The unknown light is now placed at such a distance from the

squared. An easy working rule may now be deduced. Square the distance in inches of the unknown to the shadow thrown by it on the screen, and divide by the square of the distance from the candle to its corresponding shadow, and the result will be the candlepower of the unknown light.

### Spring Attachments for Easy Riding.

With the increasing output of high power machines, the demand for speed seems to be pretty well taken care of, and many riders now are seeking more comfort and less speed. One cannot have too much comfort on a motorcycle, and inasmuch as the upholstered cushions of the motor car are not easily possible, the next most available avenue, that of spring suspension has



MACHINE EQUIPPED WITH H. K. SPRING FORKS, "SPANKER" AND SPRING TANDEM

screen that it will throw a shadow of the same depth of darkness as the first and close to it. The distance (D) is now measured from the candle to the shadow cast by it on the screen, as is also the distance (d) of the unknown to its corresponding shadow. Denoting "I" and "i" as the illuminating powers of the candle and the unknown, respectively, they will be proportional to the illumination intensities of the lights at unit distance. The intensity of light varies inversely as the square of the distance from the source. From this it will be seen that if the illuminating power (I) of the candle be divided by the square of the distance (D) from the source of light the result will be the intensity of the candle at the distance D. Likewise the same result is obtained with the unknown light, that is, "i" divided by "d" squared will give the intensity of the unknown at the distance "d." From this it is readily seen that "I" is to "D" squared as "i" is to "d" squared, and as the lights have been so arranged that the intensities at the screen are equal "I" and "i" may be eliminated from the equation. This will then show the illuminating power of the unknown to be "D" squared divided by "d"

been highly developed. Of the many auxiliary spring devices which have been brought out for motorcyclists, the offerings of Holmes & Kittle, Los Angeles, Cal., are particularly interesting on account of the originality of design. Their line consists of a spring fork, spring seatpost or spanker and spring tandem attachment, all of which are shown in the accompanying illustration, fitted to a four horsepower Indian. A. H. Helgeson, who just has completed a transcontinental trip from Los Angeles to New York on a Minneapolis two-speed machine, used one of the spring seat posts, and speaks highly of it. All of the devices may be attached or removed with the aid of ordinary tools only and require no mechanical changes in the machine.

### Repairing Tires with a Shirt Cuff.

To the motorcyclist the proposition of an emergency casing repair sometimes is presented. When such is the case it has been found that an ordinary shirt cuff placed between the inner tube and the casing will answer the purpose until a better repair is at hand. The cuff is pliable enough to give the desired protection.

## FIND GASOLINE IN NATURAL GAS

Standard Oil and Others are Collecting It by Chilling and Compression—Helps Swell the Aggregate.

Fears of motorcycle enthusiasts that at some distant date the production of gasoline will be inadequate to meet the demand may be somewhat allayed by the finding of a new source of gasoline. Dame Nature in her own laboratory has been distilling gasoline and allowing it to escape through the natural gas wells to the great annoyance and expense of the gas well operators. The gasoline vapor condensed as the gas passed through the pipes, often clogging the flow and making it necessary to force the extra weight along. To obviate this extra load, small seepage sinks were provided at frequent intervals into which the gasoline dripped. The quantity being too small to make the collection of the contents of the various sinks commercially economical, they heretofore have been thrown away.

It was found, however, that by chilling or compressing the gas, the gasoline would be condensed and the gas would proceed in a dry form. This is accordingly done and as the operation takes place at the one point in each system, the gasoline is collected and disposed of to the local dealers. The resulting gasoline is the same as that obtained by distillation, and helps swell the aggregate production.

### Tablets Fill Tires with Hydrogen.

That now and then there is "something new under the sun" is exemplified in the discovery by M. Drouilly, a French inventor, that aluminum can be used as a means of filling pneumatic tires with hydrogen. A specially prepared compound of aluminum is used to decompose water, the hydrogen given off being used while the residue of aluminum is eliminated by washing. This was the method used by Russia, during the war with Japan, in filling the war balloons. Although the compound in the form of small pellets produces a less violent action than in the form of dust or powder, for this very reason it is more easily handled, the rise in temperature not being so great. Any pressure may be obtained at will, so great care should be taken that ingredients are in such quantities that the gas pressure produced will not exceed the strength of the container. With 300 grammes of the aluminum pellets and 300 grammes of water, M. Drouilly obtains 375 litres of hydrogen, which in a 3 litre cylinder is compressed to 150 atmospheres. The process has many advantages, including the fact that hydrogen will not leak through the tire as readily as air, and that it costs only three or four cents for each tire filled.



¶ On October 6 a letter was received from Flint, Mich., concerning

## Corbin Coaster Brakes

and containing data of value to the "uninitiated," according to the writer. His letter was absolutely unsolicited, and was spontaneous with himself. Here it is:

"I see so many testimonials of late regarding coaster brakes, but you will notice they are all for one run or season. I like to have all motorcyclists know what brake one can really depend on under any conditions. The wise rider and the wise manufacturer uses your make of brake. I have seen a few of other makes this year, but no one knows the joy and comfort of a good brake until he puts on a Corbin.

"I have a 1905 model Indian machine; although it has been overhauled several times and several new sets of tires put on it, I have never paid out one cent on repairs on the Corbin brake.

"While in the bicycle business I found out the same thing, i. e., that the no trouble brake is (of course) a Corbin. I would not ride either a motorcycle or a bicycle not equipped with a Corbin brake, and I think I have been in the game long enough to know.

"Trusting that this may be of advantage to the uninitiated, and wishing you continued success, I remain,

"Yours very truly,

"L. F. SMITH."

Agent Indian Motorcycles and Supplies,  
No. 203 S. Stevenson street.

¶ Those second and third paragraphs are born of something superior in Corbins.

## CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

**BICYCLING WORLD COMPANY**

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New York, N. Y.

Joseph Goodman, President. R. G. Betts, Treasurer.  
F. W. Roche, Secretary

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, OCTOBER 8, 1910.

## Indoor Contest for Sharp Ears.

Every engine has a bark that is all its own, but very few riders now can tell the make of more than one or two machines coming from the rear merely by the sound of the exhaust and without turning around to look. In the early days there were several makes of machine using the same motor and they all sounded pretty much alike; but now it is different. Here is a chance for an enterprising club, always on the lookout for something new, to try a contest which is sure to create a lot of interest among the members. The first step is to gather say a dozen machines in a room, one end of which is curtained off. On the other side of the curtain the members are to gather, and some one is to be delegated to stay with the machines and start them one at a time and run them for a half minute with cut-out open. This preliminary warm-up is to give the audience an opportunity to become familiar with the various exhausts.

After the audience has been provided with paper and pencils, the machines are to be started as before, one at a time, and run for a minute with open muffler. Each member of the audience is to set down the name of the machine which he thinks is running,

while the master of ceremonies also will keep a correct list of the names of the machines in the order in which they were started. When all the machines have been run, the papers are to be collected and examined by a committee, who will announce the names of those who guessed the most names correctly. Suitable prizes should be offered to lend additional interest, and the results are likely to prove surprising to many.

## Encouraging Varied Competition.

In reviewing the motorcycle contests which have been held throughout the country during the season now drawing to a close, it is surprising to see the overwhelming amount of racing which has taken place and the degree to which speed contests have overshadowed other forms of motorcycle competition. While there has been more motorcycle competition this year than ever before, it has been largely of one sort—racing. It will not be denied that racing, aside from its advertising side, is of value, for through it manufacturers can obtain valuable information concerning defects in design or construction which can be obtained in no other way.

On the other hand, there are other forms of contest which are equally interesting and in some cases fully as instructive. In past years there were many more hillclimbs held than this year, and they aroused plenty of interest and excitement. Such contests now are usually sandwiched in with automobile climbs, in which the prominence of the motorcycle is greatly minimized. At least one of these climbs, that conducted by the New York Motorcycle Club, was at one time recognized as a national classic, but this year, for the first time since its institution in 1902, it has not been held and there is small likelihood that it will be among the 1910 events.

With the exception of the recent economy test at Guttenberg, no prominent contests of this nature have been held this year, although none will deny the value of such contests. Like hill climbs, they have been crowded out by racing. It is a form of contest which is popular with many riders who are opposed to racing and who feel that they would stand a better show where there is no premium on speed. An economy test also tends to develop skilful driving on the part of the operator, and if he is observing he can learn many points which he may have overlooked before.

There is plenty of room for such com-

petitions as economy, brake, slow speed, quick starting and flexibility tests, as well as hill climbs and obstacle races. There are many riders, in fact, they are in the majority, who do not race and who do not care for speed, but gladly would welcome some of the other forms of contest. Racing is all well enough, but at present there seems to be a surfeit of it, and a little dilution with other kinds of competition would be welcome to many.

## Cautious Selection in Speedometers.

Of the accessories which have enjoyed a large sale this year, perhaps the speedometer takes first place, and rightly so, for no auxiliary device is more useful to the rider than a speed indicator. However, there have been put out several makes of instrument that were wholly unreliable, some of them selling at a low price and others on a par with the high grade instruments. The driving shafts were weak and broke repeatedly, the indicating hand fluttered wildly at low speeds, the attaching brackets did not hold and in general the devices were most unsatisfactory. Some riders, who experienced continuous trouble with the cheap instruments have unjustly condemned speedometers in general and will have no more to do with them, while others either are satisfied to put up with continuous trouble or have sought relief in the better instruments. There is an excellent field for a moderate price device that will stand up and give accurate readings at slow speed, but these blessings at present are obtainable only with the high grade instruments. Before buying a speedometer, it is a wise plan to go among one's friends who have used speed indicating devices for a few thousand miles, and find out their opinion.

Foresight not only saves money but makes money, and as an aid to foresight on the part of the dealers it is none too early to bring up the matter of preparing for a big Christmas trade in bicycles and motorcycles. There is a more or less general awakening to the fact that winter, instead of being a period for hibernation and dull waiting, can be made a season for selling and for ploughing the ground for spring business. Christmas time now affords dealers the opportunity of doing an amount of business in December that would be creditable even for a summer month. The holiday trade needs the stock ready for delivery when the actual buying commences.



# Coming Events

1910 OCTOBER 1910								1910 NOVEMBER 1910							
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.		SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	
2	3	4	5	6	7	8		6	7	8	9	10	11	12	
9	10	11	12	13	14	15		13	14	15	16	17	18	19	
16	17	18	19	20	21	22		20	21	22	23	24	25	26	
23	24	25	26	27	28	29		27	28	29	30				
30	31														

October 9, Guttenberg, N. J.—Cycle races and sports carnival at Guttenberg race track, under auspices of New Jersey and New York Divisions of the Century Road Club of America.

October 9, San Francisco, Cal.—Bicycle races at Golden Gate Park.

October 9, Toledo, O.—Toledo Motorcycle Club races at county fair.

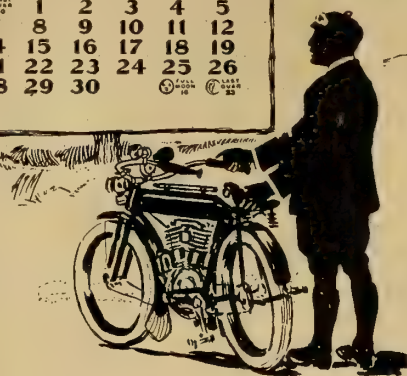
October 9, Easton, Pa.—Easton Motorcycle Club's endurance run to Port Jervis, N. Y., and return.

October 21, Frederick, Md.—Baltimore Motorcycle Club's race meet at Frederick Fair.

October 27, 28 and 29, Dallas, Tex.—Three days motorcycle meet at state fair.

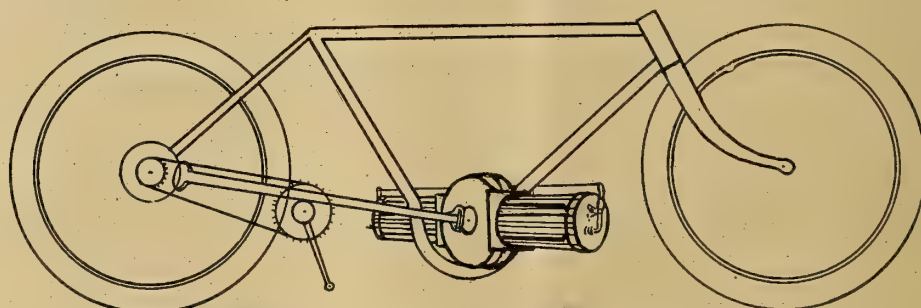
January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show in Madison Square Garden. Motorcycle section.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth national show in Coliseum. Motorcycle section.



inders and sliding transmissions than the average rider cares to have, to say nothing of the first cost and trouble to keep in repair. I believe that a light two cylinder opposed motor with a shaft drive would be an improvement on what is now offered.

Of course with a horizontal opposed mo-



HANNA'S SUGGESTED ARRANGEMENT OF OBLIQUE ENGINE AND SHAFT DRIVE

tor the cooling flanges would run lengthwise for best results. I am a firm believer in air cooling, my motor car being of that type, and I have found out that the valves will hold compression longer and more power can be gotten out of an engine if the side of the cylinder has an auxiliary exhaust valve at the bottom of the power stroke. I also believe the valves should be directly in the cylinder head, doing away with valve pockets; less heat is absorbed and radiated by the cylinder walls and more heat therefore is left to create power.

The auxiliary exhaust valve should be connected with the muffler, the regular valve being left to exhaust freely. The noise is no more than with the old type and has the advantage that only about 21 per cent. of the exhaust passes the regular valve, with less heating and consequent grinding. Another advantage is the cylinder having a free exhaust is cleaned of dead gas, so when the mechanically operated intake valve opens a larger charge can be taken in with a resulting increase in power and piston speed for a given bore and stroke.

The sketch herewith shows my idea for the double opposed type of engine attached

to a motorcycle. The front cylinder to be on right hand side of frame and rear cylinder on the left; fly wheel between connecting rods; bevel gear drive, clutch in rear hub, 28-inch wheels, flanges on cylinders cast lengthwise, concentric valves in center of head and auxiliary exhaust in side of cylinder, bore and stroke  $3\frac{3}{4}$  inches, magneto ignition.

I should like to have a discussion or criticism on this subject in the columns of your paper.

L. C. HANNA.

Tampa, Fla.

## Kopsky Challenges Hausenbauer.

Editor of the Bicycling World and Motorcycle Review:

The record run of the Century Road Club of America, on September 25 having resulted, as you are aware, in regard to time made from scratch, and I maintaining that I did not receive fair treatment from participants in the race, I challenge the winner of the race, Mr. Charles Hausenbauer, to ride the same distance against time, the loser to forfeit a bicycle valued at not less than \$50. In case of defeat I will give a

## Correspondence

### Suggests an Improved Construction.

Editor Bicycling World and Motorcycle Review:—

Your publication is always interesting reading to me, and I am glad to see you working and lending your assistance towards the development of the motorcycle.

It took a long time for the low frame to get here, but it has finally arrived. It is an established fact that the horizontal opposed motor is the best balanced two cylinder type and far superior to the V-shaped engine. The double opposed motor gives double the power of the single cylinder motor with very little extra weight, only one flywheel being used, as is the case with the single cylinder. In addition to the relation of weight to power, the horizontal opposed motor as a motorcycle engine has other advantages in its favor, among which will be noted its adaptability to the low frame, a long wheel base, a low center of gravity and the use of shaft driving.

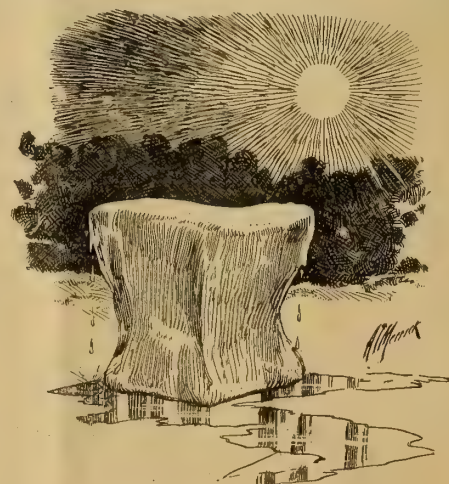
A shaft driven motorcycle is what I particularly wish to see. Of course we have them, but it has brought more weight, cyl-

New England racer. Race to take place over the same course, on October 23, or, in case of rain on that date, on October 30. If Mr. Hausenbauer fears defeat and will not accept this challenge, I will try on said date for a new record for 100 miles unpaced.

JOSEPH G. KOPSKY.

918 Freeman street, Bronx, N. Y. City.

## FAMILIAR NAMES ILLUSTRATED.



"THOR"



# UP PIKE'S PEAK ON MOTORCYCLES

By ARTHUR STEPHENS



"Darn fools!" was the flattering comment of all our friends on hearing we had attempted Pike's Peak on motorcycles. Nevertheless, we had an experience of interest to every motorcyclist, could we but make him realize what man and machine accomplished.

Imagine a mountain made of rocks, big solid ones, miles thick and miles deep; medium sized ones, as big as a city block, and little ones the size of a house. Dumped around everywhere are stones like those used in house foundations. Up this rocky mountain climbs a rocky road, miles of which is full of pebbles, the size of a watermelon. Here even the trees grow from clefts in rock. For 18 years the upper part of this road has been abandoned to the rains and snows, which for those same 18

cases to protect them, and on the trip we were equipped with a sort of steel shoe fastened to the frame. Our tires, we realized, were even more in need of boiler plate, but here our ingenuity ended.

On September 25 we were ready, and after registering at City Hall at 6:15 a. m. we were off. Without muffler or even muffler pipe we roared through the quiet of the morning, across the city, blue flames shoot-

Our wheels were scattering rock and the detonation from the three machines began to deafen us so that I, for one, found it necessary to plug my ears with cotton, which gave relief.

Reasoner and I were running along on our singles with considerable confidence, but were soon anxious about the way Mack's big red seven was taking the road. With the gear so low, she would, with the slightest provocation, spin her rear wheel in sand and seem to prefer going sideways, incidentally rolling down the mountain side. At the ruins of the old Halfway house I had stopped to take a picture, when McReynolds came weaving in and out among some rocks, dodged several, only to run plump into an extra one as big as his head, but "not so soft," Mack



years have diligently washed away every vestige of dirt or sand useful for a roadway. This is the road (?) over which we made the attempt.

Our party consisted of three riders, B. B. McReynolds, superintendent of the Colorado municipal water department; C. L. Reasoner, head of electrical department, and Arthur Stephens, the writer. McReynolds was wholly responsible for the attempt, for we three ride Indians, and he with his seven horse impolitely insinuated that Reasoner and I with our four horse machines were not men enough to stay with him on such a trip. Now, Reasoner is a trained athlete, and together we already had done some stunts with our machines on other outings. Naturally we would not admit that any motorcycle could go where we could not follow. When the smoke cleared away after the argument, we found ourselves pledged to the attempt.

Reasoner and I made a preliminary trip to the timber line and found such a nightmare of rocks that we decided a piece of boiler plate should be placed beneath our crank



ing from exhausts. From the character of the comments still being heard, we judge the air also was blue with the profane remarks of awakened sleepers. Up beautiful Ute pass we proceeded to Cascade, where we registered at 7 a. m. Here we opened the fence, drew a long breath, and the trip began.

Fifty yards from our starting place we met our first test, a 25 per cent. hill one-eighth of a mile in length. This the three machines pulled with ease. From here on we found heavy grades, loose rock and washed road. Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp shovel pointed rocks, as if cunningly placed by some fiend to keep us from finding out what was lying beyond.



affirms. No damage was done, but Mack's back hurt a little. Now, I like sevens, and here was my chance, so I prevailed on Mack to exchange for a while, to let me see what she would do on the grades ahead. The power was enormous, and she behaved pretty decently except when she left a comparatively good side of the road to skid down a rock and knock Reasoner over on top of his motor. She never heard what he called her, because she was soon up and away and out of sight.

We all made good time, riding rather recklessly, in order to make the heavy grades, which were terrific. Above timber line we rode through the big "W," which is about five miles of double switch-back, roughly cut into the face of the mountain with an average grade of 23 per cent. This is mostly covered with loose rock, and in places almost completely blocked with barn-size boulders carried down the mountain by years of snow-slides. Several times I rode back to get pictures of Reasoner and McReynolds, and it was good to see the



big singles plow up the steep grades. On the sharp turns of the "W" the boys would slow down, then square away up the next grade without putting foot to the ground. Above the "W" we found fair road for two miles, except where ice and rock had slipped down.

Although the grandeur of the mountains and wild country was not new to us three,



we could not fail to be impressed by the majesty and immensity of the view below us. Here one may literally look to the limit of human vision. To the east were plains 150 miles away. To the south were the Spanish Peaks, similarly distant.

Knowing that somewhere ahead were

miles of trouble, I "beat it" on alone for the top of the Peak. Four miles from the summit I caught sight of two men coming in on the Gillette trail. You should have seen them climb on top of boulders to get a view of the big red seven as she snorted and plowed among the rocks. The upper end of the road is terrific. There is absolutely no soil; just rock, and very, very steep. Every ounce of strength and stamina was needed. I would clear a place to start, flounder on about 25 feet, fall on the machine and rest. The altitude made breathing difficult, so that a fellow staggered and fell after every effort. My head ached and lungs burned, till at times I became mechanical. All I knew was to keep her hot and going. No thought for anything more than to try to make my 25 feet or more, as fast as I recuperated. Once I grew desperate and rode a horrible eighth mile stretch, landing on the rocks, exhausted, legs cut and clothing torn. There was more plugging, a shot or two from the seven, and I had arrived at the platform on the summit. Staggering into the Summit House, I made them all look at their watches and clocks and sign the sheet showing our schedule 18 miles from Cas-

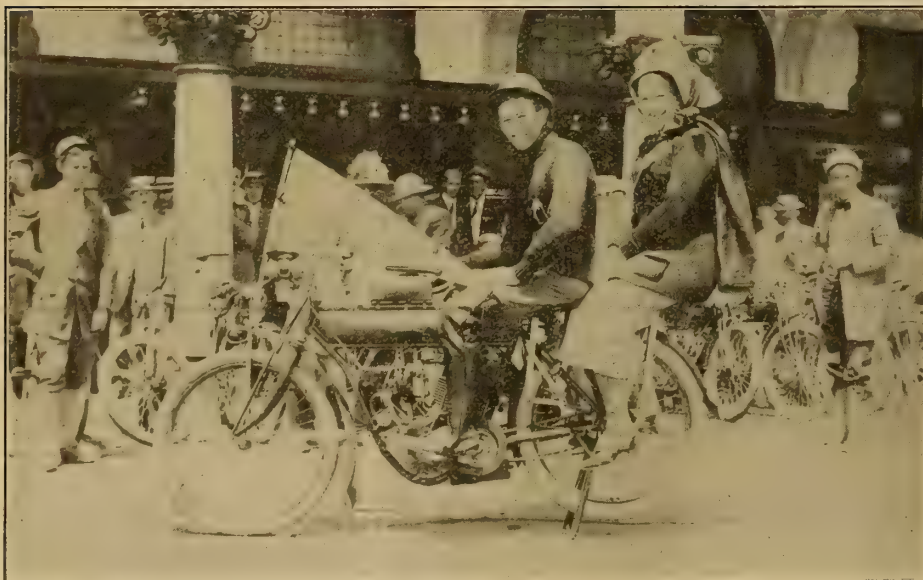
cade in 5 hours and 45 minutes, or a little better than three miles per hour.

After refreshments and a short rest, I carried back lunch to Reasoner and McReynolds, and with the steam it put into them they came through in good style. The three of us were taxed to the limit of endurance, and were completely exhausted. We were very, very lucky, for after such



a strenuous trip our only repairs were two pedals and some court plaster. Wonderful to relate, we had no punctures or tire trouble of any sort, which will make us hereafter swear by G & J tires. Our experience brought to mind the poem "Excelsior," only in this case the climbers cried "Indians!"

#### "CARRIED AWAY" WITH A MOTORCYCLING DAREDEVIL



Not the least of the rewards of motorcycle racing is the feminine admiration which is evoked for the triumphant riders. Paul Derkum, whose sensational racing brought him the soubriquet of "Daredevil Derkum," is one of those whose racing success enabled them to carry off a "prize" that was not on any of the programs. The lady is now his bride, and confesses herself not only figuratively but literally carried away with him, in the manner shown in the illustration. On suitable occasions, Derkum sports a pennant at the front of his machine, proclaiming his racing soubriquet on one side and a G & J tire inscription on the other.

#### Offers Reward for a Missing Curtiss.

B. Boninkiewicz, a motorcycle dealer in Corning, N. Y., intends to be very cautious in the future about lending any of his machines to riders for racing purposes, as he is minus a Curtiss twin as the result of his last experience in this line, and now is

offering a reward of \$15 for information that will lead to its recovery. The machine was taken by a young man named Horton, who was a mechanic in the Curtiss factory. It was lent to him to run in the races at Binghamton, N. Y., on September 26, but Horton failed to come back. He is

about 23 years old, slim, about 5 feet 9 inches tall, and is of light complexion. The machine is a 1908 Curtiss, 7 horsepower, belt drive, with 26 x 2½-inch wheels. It is painted gray and has a square tank. The rear mud guard bore the number 8880.

#### Machines Help Police Efficiency.

As a means of quick transportation as well as for being always ready for emergencies, Commissioner Croul, of the Detroit police department, prefers the bicycle and motorcycle to the horse. The question was raised at a recent meeting of the Detroit city council. The commissioner sent a communication to the council in which he said: "I propose to mount a number of men on bicycles and motorcycles instead of horses. The department can then give protection night and day to parts of the city where very little could be given otherwise. Results from the use of the motorcycle and bicycle in responding to hurry-up calls where immediate protection is imperative, and in patrolling beats, have been so satisfactory that I earnestly recommend an appropriation of \$3,000 for cycle patrol."

#### Registers the Motorcycle He Stole.

Not only did the young man who stole a Thor motorcycle from H. C. Roth, of Lafayette, Ind., display sufficient nerve for thievery, but even went further and registered the stolen machine. Although Roth found that the machine had been registered by M. Shaw, who gave his residence at 307 West 10th street, Indianapolis, he was unable to learn anything further. The motorcycle's factory number is K481 and the register number L8-76, as issued to Shaw.



## BUCKING THE WIND TO JACOB'S LADDER

Springfield Motorcycle Club Holds a "Breezy" Reliability Run from Springfield, Mass., to Huntington and Return—Kibbe Wins First Honors for Keeping to the Schedule.

With increasing enthusiasm for weekly reliability and tour runs, the Springfield Motorcycle Club, of Springfield, Mass., selected a route by way of Chester and Jacob's Ladder for its run on Sunday, Oc-

tober 2, the objective point being Huntington and Lee's Garage, and a return over the same route. A high wind made the riding exciting at times, not only in its resistance to the riders, but also in the fact that it caused limbs and branches from the

chines, and their barks and gurgles of protest were humorous to the riders who were proudly mounted on the smooth flyers of later production. There was one point on the road, however, where practically every-



LINING UP FOR THE START

tober 2, the objective point being Huntington and Lee's Garage, and a return over the same route. A high wind made the riding exciting at times, not only in its resistance to the riders, but also in the fact that it caused limbs and branches from the



SECRET CONTROL, AMONG THE HILLS

pattern twins. Indians predominated, as the makers are not without honor in their home town. The route itself provided an excellent mixture of pleasure touring, hill climbing, reliability work and a dash or two of endurance as a seasoning, so that it was not without incident and adventure.

Occasionally stiff mountain grades and stiffer winds, when combined, would make hard going for some of the old time ma-



CHECKING STATION AT HUNTINGTON

trees to come crashing down on and around the motorcyclists. The falling branches became so thick on some parts of the road that the riders had to dismount to clear away the debris. To the new Englanders this was in the nature of "roughing it," as compared with the normal smoothness of motorcycling in the Berkshire region.

Milo Kibbe captured the day's competit-



BETWEEN CHESTER AND HUNTINGTON



CONTROL A-TOP JACOB'S LADDER

body had to stop. It was where the terrific wind had felled a big tree, so that the trunk of the latter lay directly across the roadway. In order to get past it was necessary in most cases to dismount and find a path around the end of the fallen giant. The delay occasioned at this point was not responsible for much departure from the



THROUGH THE OLD COVERED BRIDGE

schedule, as the major part of the route was over roads where only the rider's own sweet will and the capacity of the engine limited the speed, and as a compensation for the long up-grade stretches, there were equally long declines, where the path was smooth and the curves so wide and sweeping that there was no harm in "opening up."

### Detroiters Back from Providence.

Completing the last leg of their 2,400 miles ride, C. N. Leach and A. H. Thoen, of Detroit, Mich., reached that city on September 29. As related in a previous issue, the two young men left Detroit August 3, reaching Providence, R. I., on August 12. After visiting relatives there they started out on the return trip by the way of New

York and Jersey City, and thence north.

At Port Jervis a hotel clerk gave them wrong directions, and night found them lost in the forest. After wandering around the woods for three days, living as best they could on wild fruits and berries, they stumbled into a lumber camp. Here they were given a bunk which, turning out to be more densely populated than the forest,

they were compelled to vacate in favor of a hay loft. Getting new instructions at the camp, in Shohola Falls, Pa., they left for Jeffersonville, N. Y., going from there to Cleveland and thence home. Taken all in all, they had a most enjoyable trip, covering about 114 miles in each day's riding, an average which they accomplished by steady all-day "plugging."



## HELGESON COMPLETES HIS LONG JOURNEY

Trans-Continental Motorcyclist Arrives in New York City After Having Traveled 6,352 Miles from Los Angeles via Spokane—Finds Delight in Fine Roads and Beautiful Scenery.

After lying over at Ashtabula, O., for a day, waiting for the roads to dry up, I got started at 8 o'clock on the morning of September 28, and with the exception of a few soft spots did not find the roads as muddy as I expected. After paying one cent toll at Conneaut, O., I crossed the river to Pennsylvania and, finding myself on excellent roads, let the engine out, soon reaching Erie. Taking on gasoline, I was on the fine, hard roads of New York State two hours later.

I wanted to linger on my way through this beautiful section, where the road lies along the shores of Lake Erie, but I soon covered the 138 miles to Buffalo, arriving there at 1.15 p. m., after my best half day's riding.

Leaving the machine at the Thor agency, I took a trolley for Niagara Falls and viewed its wonders with pleasure. Crossing to Canada, I got a closer view of the Canadian falls and spent considerable time in the parks. Finally riding back to town I met several of the Buffalo Motorcycle Club boys, who took me to the theatre and showed me the town after the show. They have a prospering club of about 170 members.

After overhauling the machine the next morning and laying in stores and lunch, I got started at 1 p. m. As a fitting climax to their royal treatment, members of the Buffalo club escorted me to Batavia, a distance of about 38 miles. Leaving my friends, I came upon a motorcyclist in trouble. Getting his machine in running order, he rode with me as far as Leroy. Being alone once more, I "hit the pike" until, at Avon, I had to make a seven miles detour to Bloomfield, but the roads being good, I covered the 96 miles to Canandaigua by 5:30 p. m.

Before starting on the following morning (October 1), I put in two new batteries and finally got on the road at 9:30 o'clock. The road to Geneva was like glass, but from there to Seneca Falls it was pretty rough. However, after waiting an hour for a ferry and crossing Lake Seneca, I rode into Auburn. Here, after dinner, I met H. H. Pullman, the local motorcycle agent, who, after a social visit escorted me out of town. My rear tire coming into too close contact with a tenpenny nail, I received my first puncture in the new casings. After a delay of half an hour, I made the repair.

In a short time I met many automobiles at more or less frequent intervals and found out it was an endurance run of about 100 machines from Syracuse. Leaving Syracuse, I paid a toll of two cents at each end of the toll road, but the 43 miles' rid-

ing was worth it and enabled me to reach Utica at 6:05 p. m., having ridden 122 miles since morning.

I left Utica at 9 o'clock Sunday morning, and had fine riding on the state road as far as Little Falls. Here I had to make a detour of eight miles, getting back on the state road at St. Johnsville and soon riding into Amsterdam. About nine miles below Amsterdam I paid ten cents to be ferried over the river, finding such excellent roads on the other side that I was able to eat dinner in Albany. After paying another ten cents to cross the bridge to the east side of the Hudson, I had good roads and beautiful scenery all the way to Hudson, which I reached at 6 o'clock, after covering 139 miles.

On Monday, October 3, I left Hudson at 9 o'clock, on the last leg of my long trip. Riding thus in the cool of the morning, through a very beautiful country dressed in its signs of Autumn is enough to set the motorcyclist's heart beating faster and his blood to tingling. Up hill and down dale, I caught intermittent flashes of the Hudson, between woods and fields. After stopping at Poughkeepsie for half an hour, I pushed on to Peekskill for dinner. Here I was met by George Sorensen, a motorcycle dealer, who recognized me from my photographs and letters published in the Bicycling

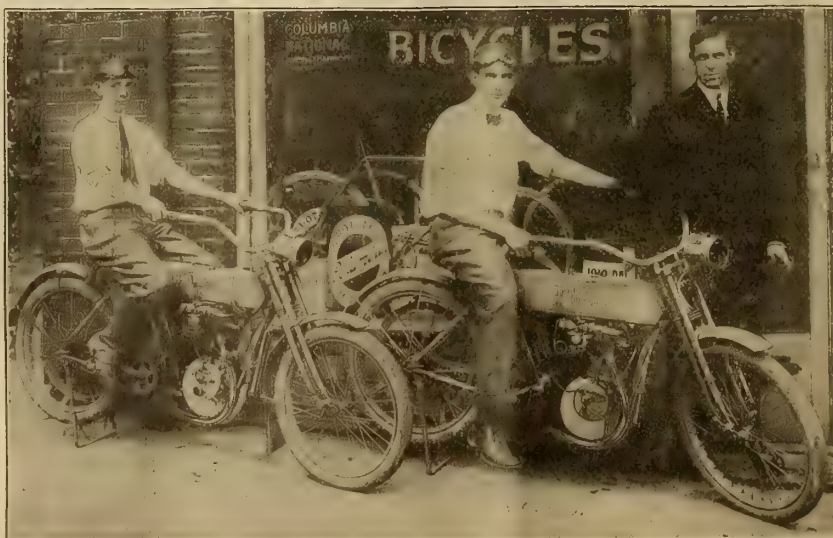
World and Motorcycle Review. It certainly is very strange to be recognized and called by name by persons you never saw before. Sorensen escorted me part way to New York, and I enjoyed the good roads and beautiful scenery all the way in. I reached the big city at about 4:45 p. m., and leaving the machine at the "M. M." agency, I soon "turned in."

I find from my log that in the last 1,561 miles' running, from Minneapolis to New York, I used 26½ gallons of gasoline at from 15 to 25 cents a gallon and ten quarts of oil at from 15 to 25 cents a quart. The entire distance covered on my route from Los Angeles via Spokane to New York was 6,352 miles.

Of all the questions asked me, the first is always "How many tires have you used on your trip?" and when I tell them I am using the second pair, the first pair having gone 6,700 miles, they say, "It is impossible!" My only reply to this is that it is not impossible on Hartfords, at any rate. I shall never forget either the hardships or the pleasures of the trip, or the royal treatment I have received all along the line, and I wish to thank again my many friends for their kindnesses. I shall stay in New York City a week before starting for home, but wish I could make it a year.

A. H. HELGESON.

### PATHFINDERS FOR THE RUN FROM ATLANTA TO NEW YORK CITY



For its tour to New York City this fall, the Atlanta Motorcycle Club, of Atlanta, Ga., delegated A. H. Cooledge and Charles F. Moreland, both of whom ride Harley-Davidson machine, to do the "pathfinding." The riders selected the old highway taken by the New York Herald-Atlanta Journal automobile tour, and despite the poor conditions encountered in the Carolinas, they maintained a schedule of about 200 miles per day for the whole trip.



## WESTERN ENDURANCE RUN HAS 72 STARTERS

Clear Weather Favors First Day of Chicago-Indianapolis 365 Miles Journey—Woman Contestant, Miss Clara Wagner, Rides under Protest—Eight Out and One Penalized at Fort Wayne.

Attracting a field of 72 starters, which in size eclipses all previous contests held in this country with the exception of the national F. A. M. endurance run itself, and attests the "up and doing" spirit of the Chicago delegation, the first annual two days' endurance run of the Western District, F. A. M., from Chicago to Indianapolis, got under way from the Windy City on Friday morning under most auspicious conditions. The total distance is 365 miles. There are two classes, one for trade riders, the other for private owners, competing under separate schedules, the private owners being allotted the slower one.

With a clear sky overhead and all indications pointing to a continuance of fair weather, the three-score-and-ten-and-then-some checked out from the Winton garage on Michigan avenue early Friday morning, with Fort Wayne as their destination for the day. South Bend was designated as the noon control, where a stop of one-half hour was allowed. Important places on the first day's route were Hammond, Valparaiso, Elkhart, Goshen and Ligonier.

Before the contestants started they were provided with inner and outer tire sleeves and tube patches by the representatives of the Goodyear Tire & Rubber Co., who distributed the supplies to all without regard to their tire equipment. Machines equipped with Goodyear tires were indicated by pennants which they carried. The importance attached to the contest by the tire companies was indicated by the preparations made by the Goodyear and Morgan & Wright companies in particular, who sent tire cars well stocked with all necessities in the rubber line to follow the run.

One of the novel features of the run was the presence of a young woman contestant, Miss Clara Wagner, of St. Paul, Minn, riding a Wagner machine. She was allowed to participate under protest, the rules prohibiting the participation of women in sanctioned contests. According to the rules she can be considered only as a non-contestant, and regardless of her score she cannot receive a prize for endurance, but may receive one for reliability, as a sort of complimentary recognition of her performance. It is the first time in years that a woman has been allowed to compete in an F. A. M. contest, for although several women sought to enter various contests, pressure was brought to bear and they tactfully abandoned their attempt. Veteran riders will recall that Mrs. G. N. Rogers, of Schenectady, N. Y., rode an Indian from New York to Hartford, 120 miles, in the F. A. M. endurance run of 1903. Mrs.

Rogers retired at Hartford, owing to a breakdown in her husband's machine which was of another make. She attracted lots of attention, for a woman motorcyclist in those days was a rare sight indeed.

That the first day's run was almost a joy ride may be judged from the fact that only one was penalized and only eight withdrew, the latter chiefly on account of engine trouble. Van De Mark, Merkel, hauled down his flag at South Bend on account of physical disability, although his machine was in good order. Due to heavy rain on the two days previous, bad roads were found near Hammond, LaPorte and Fort Wayne, but strange to say only Platt, New Era, suffered penalization on this account. It is likely, however, that several will receive marks for rushing into Ligonier ahead of time. The official car stopped outside the town and a score of machines which were close behind raced by into town, although they were ahead of schedule. The officials noted the fact and will deal out penalties later.

Several riders who were possessed of a deep thirst were dismayed to find that all the towns between Chicago and South Bend were "dry," and they took on "lubricants" in great quantities after reaching the latter place. It was well that they did, for in the afternoon it was the same story, the prohibition element being in control of the section and there was nothing doing in the "wet goods" line until Fort Wayne was reached. The visitors were entertained Friday night at a smoker given in their honor by the Fort Wayne Motorcycle Club, but most of the contestants retired early, having some doubts as to what the morrow had in store for them and wisely feeling that it was best to be in good shape.

The starters were as follows:

1—Stoerk	Excelsior	4
2—Erickson	Excelsior	4
3—Hascall	Harley-Davidson	4
4—Ollermann	Harley-Davidson	4
5—Crolus	Harley-Davidson	4
6—Underhill	Harley-Davidson	4
7—Monroe	Sears-Roebuck	4
8—Monroe	Sears-Roebuck	4
9—Keyes	Sears-Roebuck	4
(Out at Hammond)		
10—Krynicky	Excelsior	4
11—Platt	New Era	4
(Late one minute at Fort Wayne)		
12—Waymire	New Era	4
13—Jacobs	New Era	4
14—Leander	Thor	4
15—Nicholson	Thor	4
16—Crocker	Thor	4
17—Squier	Thor	4
18—Juergens	Thor	4
19—Porter	Indian	4
20—Schneider	Indian	2 3/4
(Out at Westville)		

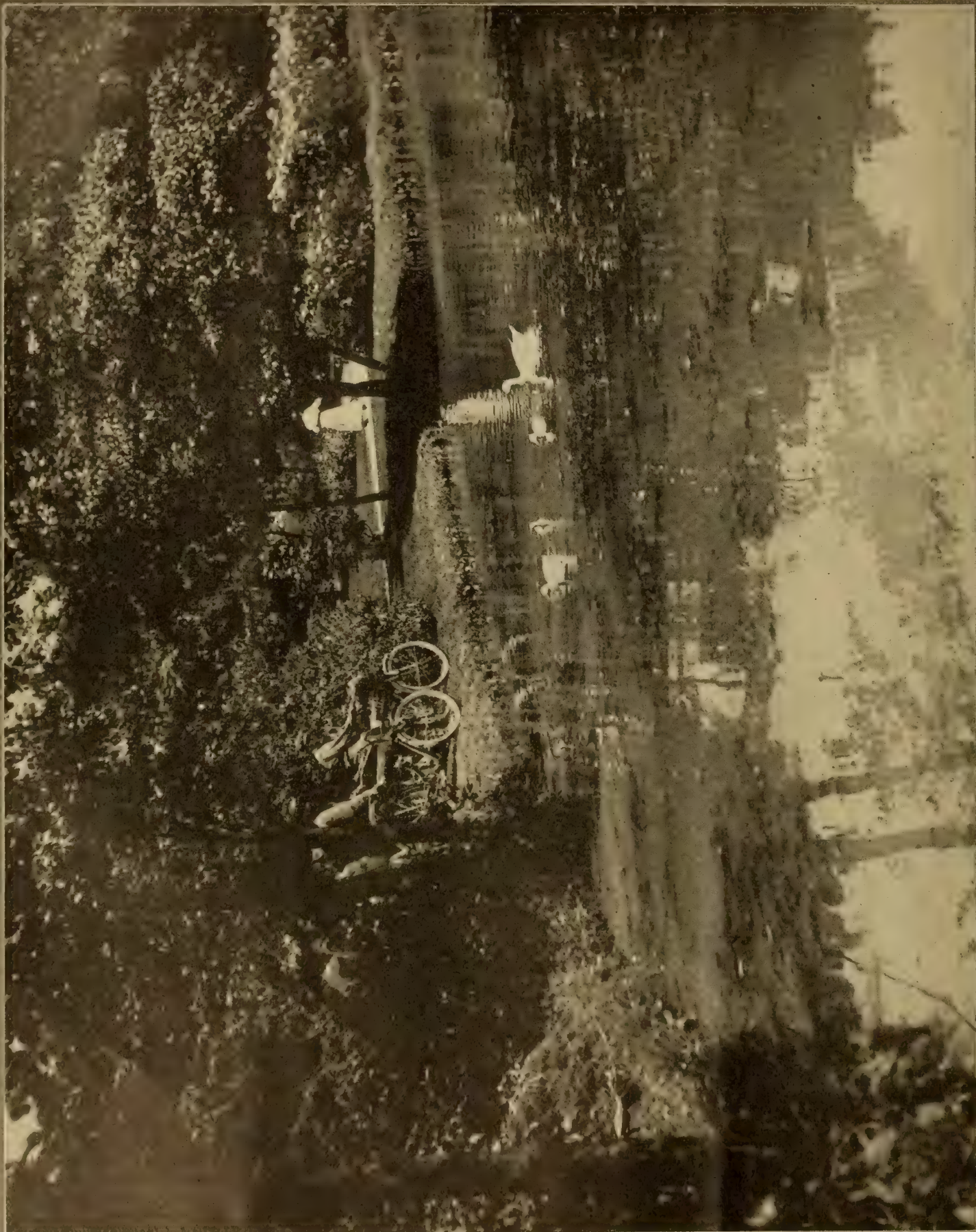
21—Marquardt	Indian	4
22—Herman	Indian	4
23—Heckman	Indian	5
24—Carpenter	Indian	5
25—Merrill	Indian	4
26—Galitzki	Indian	5
27—Hodgin	Indian	7
28—Grepp	Indian	7
29—Crandall	Indian	5
30—Hinckley	Indian	5
31—Whitney	Indian	5
32—Palmer	Indian	5
33—Baker	Indian	7
34—Marshall	Indian	7
35—Wilson	Excelsior	4
36—Thompson	Excelsior	4
37—Richardson	Excelsior	4
38—Desalvo	Excelsior	4
39—Ingram	Yale	4
40—Baird	Yale	4
41—Oberwegner	Yale	4
42—Schafer	Excelsior	4
43—Popini	Thor	4
44—Reichert	Thor	4
(Out at Churubusco)		
45—Williamson	Excelsior	4
46—Graves	Thor	6
(Out at Valparaiso)		
47—Davis	Excelsior	4
48—Crist	Excelsior	4
49—Voightman	Harley-Davidson	4
(Out)		
50—Angsten	Racyle	4
51—Grady	Indian	7
(Out)		
52—Firkins	Emblem	5
53—Noach	Pierce	5
(Out)		
54—Perkowitz	Excelsior	4
55—Curtis	Harley-Davidson	4
56—Friskhorn	American	4
57—Turner	Merkel	7
58—Stewart	Merkel	6
59—VanDeMark	Merkel	6
(Out at South Bend, physical exhaustion)		
60—Gillespie	Excelsior	4
61—Green	M. M.	4
62—Lyons	M. M.	4
63—Bowser	M. M.	4
64—Mitchell	M. M.	4
65—Wagner	Wagner	4
66—Wagner	Wagner	4
67—Bailey	Yale	4
68—Thom	Harley-Davidson	4
69—Purdy	Harley-Davidson	4
70—Person	Harley-Davidson	4
71—Heil	Emblem	5
72—Olsen	Emblem	5

### Baribeau Triumphs at Winnipeg.

Constituting one of the most thrilling and exciting events on the card, a five miles motorcycle race was held at the Winnipeg (Man.) Automobile Club's race meet at Kirkfield Park, Saturday, 25th ult. Mounted on a 7 Indian, J. Baribeau reeled off the distance in 5:25, defeating Burgess, 5 Indian, who was allowed half a mile leeway, but who was unable to prevent the closing of the gap.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.





PLEASANT PLACES LIE ALONG THE PATH OF THE MOTORCYCLIST—IT IS WISE TO LINGER AND ENJOY THEM



**WHITTTLER SHATTERS ALL RECORDS**

**Makes New Marks at Los Angeles for All the Distances from Six to Fifty Miles Inclusive.**

When the galaxy of crack professional motorcyclists recently decamped from the Mormon capital for Los Angeles it was to be expected that soon after their arrival in the Angel City with its ideal saucers and pie-pans there would be happenings of an extraordinary nature. That expectation was not in vain. On Sunday morning, 2d inst., Fred Whittler, the star of the Merkel outfit, mounted on a 7 horsepower machine, broke 45 world's professional records in an attack on the 100 miles figures at the Playa del Rey Motordrome. That the slaughter was not greater undoubtedly was due to the fact that Whittler was compelled to stop in the fifty-first mile on account of a broken valve.

Whittler rode magnificently and shattered all records from six to 50 miles inclusive. All of the broken records were held by Jake Derosier on an Indian, and were made on the same track on May 8 last. Whittler averaged 0:43½ to the mile and hugged the pole of the huge wooden pie-pan as if he were glued there. The track is one mile in circumference.

Dawning clear and cool; the day was an ideal one for the undertaking, and an early start was made, about 25 of those "in the know" being present in addition to the officials. Whittler's machine was equipped with a special tank to hold enough fuel for the entire distance, which made the weight greater than normal. He cracked out the first mile in 0:43½, and the first five in 3:41½, which was in the nature of a warming up, for he commenced to get under the records in the very next mile, and thereafter it was a continuous performance, the seconds and fractions being lopped off with unflinching regularity.

At the half-way station, 25 miles, Whittler had cut 1:09½ from Derosier's figures, and set up a new mark of 18:19. He seemed to have struck his full stride now and was going like the lightning. One factor which possibly contributed to the increase in speed toward the last was the reduction in weight as the gasoline was used up. At 50 miles, Whittler had compressed the old record to 36:30½, a shrinkage of 2:42½. In the next mile a valve snapped and Father Time recovered from his exhaustion due to his sprint with the machine.

During his ride Whittler had company at intervals. Hubert Kittle went out for the same marks as Whittler, but a nail through a rear tire in the sixteenth mile put an end to his ambitions for the time being. M. J. Graves then took a whack at the figures from one to five miles inclusive. He turned the first in 0:42½, but shortly thereafter

some mishap to his machine distracted his attention, and in looking down he lost control and was thrown. As he had slowed down on account of the apparent trouble he escaped injury.

On the day previous, Saturday, 1st inst., Jake Derosier, who had secured a telegraphic sanction, commenced an assault on the records, but conditions were not favorable and he quit in the tenth mile. Following Whittler's performance on Sunday, Derosier and Seymour made another attempt, this one being unsanctioned, but as a high wind had come up they accomplished nothing. Whittler's trial was sanctioned, and undoubtedly will be accepted. The officials were the following: H. D. Johnson, referee; F. A. Hendershott, G. A. Hayes, George I. Kreamer, timers; C. F. Dunham, Henry H. Wheeler, scorers; C. R. Kittle, starter. Inasmuch as Derosier attempted to put one over in his unsanctioned trial, Chairman Thornley of the competition committee wishes to emphasize the fact that no records will be accepted unless all rules are observed to the letter.

The time by miles as made by Whittler and which beginning with the sixth mile are records, is given in the accompanying table:

1 mile ....	0:43½	16 miles....	11:44½
2 miles....	1:28½	17 " ....	12:28½
3 " ....	2:13½	18 " ....	13:13
4 " ....	2:57½	19 " ....	13:57
5 " ....	3:41½	20 " ....	14:40½
6 " ....	4:25½	21 " ....	15:24½
7 " ....	5:10	22 " ....	16:08
8 " ....	5:53½	23 " ....	16:52
9 " ....	6:37½	24 " ....	17:35½
10 " ....	7:22½	25 " ....	18:19
11 " ....	8:05½	30 " ....	21:59
12 " ....	8:48½	35 " ....	25:37½
13 " ....	9:32½	40 " ....	29:16½
14 " ....	10:16½	45 " ....	32:55½
15 " ....	11:02½	50 " ....	36:30½

**Feldman First in St. Louis Handicap.**

There were almost enough prizes to go around for the St. Louis (Mo.) Cycling Club's "Bellefontaine" closed handicap on Sunday, 25th ult., 15 awards being distributed among 20 survivors. All of the starters finished the run, which was over a 14 miles course to Hilltown. Ben Feldman, with five minutes handicap, captured first place in 38:10½, while Otto Roeder, a scratch man, was second with 35:10½. Roeder also gathered in first time prize. William Martin, scratch, who finished one-fifth of a second behind Roeder, also was a double winner, taking third place and second time awards. Walter Parkinson, a three minute man, was fourth, 36:14, and H. W. Lang, 4 minutes, finished fifth in 37:53½. Robert Tidd, the limit man, with 15 minutes, came in thirteenth. First place award was a double one, consisting of \$10 in merchandise and a silver loving cup to be won twice. The time prizes were a \$15 gold medal and \$5 in merchandise, respectively.

**KLARK CHECKS DETROIT RAIDERS**

**Battles Brilliantly with Nixon and Merz and Gets Plurality of Plums—Plenty of Thrills and Action.**

Although some formidable imported talent was present to try to lift the card at the Detroit (Mich.) Motorcycle Club's race meet at the state fair grounds, Sunday afternoon, 2d inst., it was checkmated in its designs by the brilliant riding of Don Klark, a local rider on an Indian. Klark was the high score man of the day, with three firsts and a second to his credit. Of the visitors, Harry Nixon, of Dayton, was the headliner and pulled down two rich firsts in addition to several "places." It remained for John Merz, another Merkel visitor, to gather in the banner number, the half hour race, after a gruelling battle with Klark. Although Teubner and Huyck were billed, they failed to report, much to the disappointment of the crowd.

Festivities began with the novice, which was won by Carter, Merkel, after a lively scrap with Harcourt on a similar machine. Then came some real action in the 25 miles for singles, Nixon, Merkel, had things his own way and set a gait that the others could not follow, registering first by a wide margin. Butler, Merkel, checked in second, and Gault, Indian, was third. Klark first came into the limelight by handily winning the five miles for private owners, with Harcourt as the runner up on a Merkel.

Nixon scored again in the time trials, sending his Merkel around to the tune of 53½ seconds. Klark and Bernard on Indians broke even for second honors with a clocking of 0:54½. Merz, Merkel, was caught for 0:55½. There was another pretty three-cornered scrap in the unknown distance, which finally evolved as two miles. Klark was the first home, in 1:58½, with Merz and Nixon following in that order. The Detroiter scored his third victory by winning the ten miles for club members in a canter, Weitzman, Merkel, taking second.

Enthusiasm was at fever heat when the half hour race, the feature number, was called. It furnished thrills a-plenty. From the outset the fight centered between Merz and Klark. Red hot they went at it and soon found that each had about as much as the other and no more. Then it became a test of skill, and they seesawed for the lead, with the honor continually changing hands. The crowd was in an uproar. For 16 miles this exciting battle went on and then Klark had oiling troubles which forced him to stop and cost him all chance of winning. Merz made the best of the opportunity and ran up a lead of 2½ laps before Klark came back to the fray. Nixon, who had been lapped early in the race, closed the gap and slid into second with a



margin of a lap. When Klark returned he rode like a runaway locomotive and picked up Nixon, but was unable to overhaul Merz who finished on a flat tire, two laps to the good.

The summary is as follows:

Five miles novice—Won by A. M. Carter, Merkel; second, W. J. Harcourt, Merkel; third, B. Gault, Harley-Davidson. Time, 5:34½.

Twenty-five miles, singles—Won by Harry Nixon, Merkel; second, J. Butler, Merkel; third, B. Gault, Indian. Time, 24:45.

Five miles, private owners, 61 cubic inches—Won by Don Klark, Indian; second, W. J. Harcourt, Merkel; third, J. D. Groll, Indian. Time, 4:50½.

Mile time trials, flying start—Harry Nixon, Merkel, 0:53½; Don Klark and Harvey Bernard, Indian, tie, 0:54½; John Merz, Merkel, 0:55½.

Unknown distance, 61 cubic inches—Won by Don Klark, Indian; second, John Merz, Merkel; third, Harry Nixon, Merkel. Distance, two miles. Time, 1:58½.

Ten miles, singles, club members—Won by Don Klark, Indian; second, A. Weitzman, Merkel; third, F. Kirk, Excelsior. Time, 5:24½.

Half hour race—Won by John Merz, Merkel; second, Don Klark, Indian; third, Harry Nixon, Merkel. Distance, 32 miles.

#### Boehm Wins from Scratch at Baltimore.

Against a field of 46 riders, E. R. Boehm, a scratch man, captured first time prize in the handicap road race of the Carroll Cyclers, West Baltimore, Md., over the Johnny Cake course, Sunday, 25th ult., in the presence of an unusually large crowd. Boehm negotiated the course in 33:05, and finished in nineteenth place. He was closely pressed for the premier position by John Ruhl, who required exactly 34:00 for the distance. Ruhl also took seventh place. First place award went to A. McDonald, who was clocked in 37:30, and E. Sauerwald was second in 35:45. Third and fourth time awards were taken by H. Klag, and F. Marz, respectively. S. Feldman was third, S. Eby fourth, and L. Blossom fifth in the place column. Thirty-six riders finished. Falls and punctures were responsible for a large part of the "mortality." The ideal weather brought out a large crowd of spectators and riders, the meet being the largest of the season.

#### Olympic Park Meet Postponed.

Owing to the plowing up of the Olympic Park track, Newark, N. J., in preparation for the horse races which will occur in connection with the State Fair, the weekly motorcycle meet scheduled for Sunday, 2d, had to be postponed, to be held Sunday, 9th inst. Because of the short notice that the promoters received, several riders did not know of the change until they reached the track, when they were informed to their evident disappointment.

## GALESBURG HAS A TWO DAYS MEET

Motorcycle Racing Eclipses Aeroplane and Automobile Events—Teubner, Voss, Merz and Hinckley in Rivalry.

Taking a leaf from Barney Oldfield, Will Teubner, of Pottstown, Pa., who now is making a tour through the Middle West, is breaking "world's dirt track records" right and left. Teubner played a two days engagement at the Elks fair and races at Galesburg, Ill., on Wednesday and Thursday, 28th and 29th ult., and gobbled up most of the big plums, his meal consisting of four events. Incidentally he informed the local scribes that his time of 22:52 for 25 miles on Wednesday was a world's dirt track record.

While his victories were not so important, Voss, Excelsior, broke even with Teubner by ringing in four firsts, and Whigham, Excelsior, was runner-up on three occasions. John Merz also contributed his share of Merkel glory by winning the 25 miles free-for-all on Thursday, and was second in the ten miles. Of the Indian representatives, Hinckley shone brightest, gathering in a ten miles free-for-all and three second places.

Although no records were broken on Thursday, the 25 miles free-for-all was the liveliest number of the entire meet. Teubner, Merz and Hinckley were the trio who kept the spectators wide awake. Following his usual style of beating it from the start, Teubner soon ran up a lead of two miles and was conceded a sure winner barring accident. The mishap came, however, when his chain broke, the rear tire rolled off simultaneously and Teubner went hurtling through the air like a projectile. Although he struck hard on his head, his helmet saved him from injury beyond a few bruises.

In the meanwhile Merz and Hinckley were having a terrific battle. Despite the fact that Hinckley's Indian was only a 4, he was able to stay with Merz's 7 Merkel, and it was nip and tuck between them with honors even for 20 miles. In the 22d mile Hinckley ran out of oil and it was all over, for when he got going again he was hopelessly behind. However, he managed to beat Gambel for second. The motorcycle events proved much more interesting and furnished more excitement than either the automobile or the aeroplane events. The summary for the two days is as follows:

#### Wednesday, September 28.

Three miles, private owners, 30½ cubic inches—Won by Voss, Excelsior; second, Whigham, Excelsior; third, Faust, Excelsior. Time, 3:55.

Five miles, 61 cubic inches—Won by Teubner, Merkel; second, Bernard, Indian; third, Hinckley, Indian. Time, 5:05.

Five miles, private owners, 30½ cubic inches—Won by Voss, Excelsior; second, Whigham, Excelsior; third, Faust, Excelsior. Time, 6:30.

Ten miles, free-for-all—Won by Hinckley, Indian; second, Bernard, Indian. Time, 10:13½.

Twenty-five miles, free-for-all—Won by Teubner, Merkel; second, Hinckley, Indian; third, DeSolo, Indian. Time, 22:52.

#### Thursday, September 29.

Five miles, private owners, 30½ cubic inches—Won by Voss, Excelsior; second, Sohn, Harley-Davidson. Time, 6:18.

Eight miles, free-for-all, 30½ cubic inches—Won by Teubner, Merkel; second, Hinckley, Indian; third, Bernard, Indian. Time, 7:40½.

Five miles, stock machines, 30½ cubic inches—Won by Voss, Excelsior; second, Whigham, Excelsior; third, Freeburg, Harley-Davidson. Time, 6:26.

Ten miles, 61 cubic inches—Won by Teubner, Merkel; second, Merz, Merkel; third, Hinckley, Indian. Time, 9:23½.

Twenty-five miles, free-for-all—Won by Merz, Merkel; second, Hinckley, Indian; third, Gambel, Merkel. Time, 24:52½.

#### Binghamton Sees a Good Race Card.

Motorcycle races and athletic sports vied for popular favor at the Stow Park, Binghamton, N. Y., on Tuesday, 27th ult., and the speed card won out, seeming to hit the spectators' fancy, and they fairly went wild over it. The races were part of the attractions being held in connection with the Binghamton Exposition and were put on by the Broome County Motorcycle Club of that city, a thriving organization which has espoused racing.

Of the four races held, the ten miles open proved the best thriller. Lockner and Gillespie on Merks contributed the ginger and were well matched. Gillespie gained in the stretches, but Lockner evened things up on the corners and finally nosed out a winner. Teazdell, Indian, was a close second, and Gillespie was third. In the special event for 7 horsepower machines Gillespie and Locknar had another exciting tussle and again the latter trimmed his rival. Teazdell, Indian, had an easy win in the five miles for twins, and William Shields, Thor, captured a similar event for singles. The summary of the four events is as follows:

Five miles, singles—Won by William Shields, Thor; second, John Bartalo, Harley-Davidson; third, E. D. Hilsinger, Harley-Davidson. Time, 7:14½.

Five miles, twins—Won by C. S. Teazdell, Indian; second, G. E. Reid, M-M; third, A. E. Weed, Indian. Time, 6:47.

Five miles, 7 horsepower machines—Won by George Locknar, Merkel; second, J. M. Gillespie, Merkel. Time, 6:35.

Ten miles, open—Won by George Locknar, Merkel; second, C. S. Teazdell, Indian; third, J. M. Gillespie, Merkel. Time, 13:18.



**DEROSIER DISAPPOINTS SAN JOSE**

**Collins and Seymour Furnish the Only Real  
Excitement of the Day—Cyclists Beat  
a Horse Relay.**

Although he was announced as "the world's champion motorcyclist," Jake Derosier did not live up to that title at the mixed motorcycle and bicycle meet at San Jose, Cal., Sunday, 25th ult. Somehow or other Jake failed to come up to the crowd's expectations in the way of speed, and the big hand was given to Collins and Seymour, who furnished the real thrills.

Run in three five miles heats, the Collins-Seymour mill was the star number. Both men rode 7 Indians. In the first heat Seymour crossed the line first after a slashing battle with Collins close up. The time was 4:46. Collins turned the tables in his second round and showed Seymour his back, after another red hot session which included a 50-second mile. With honors even, the pair went at it for the third and final whirl. Both men rode with a recklessness that awed the spectators, but Seymour had a little the best of it and reached the line first with a scant yard to spare. Time, 4:50.

Derosier's turn consisted of an exhibition and a match with Cogburn, a local boy. The distance was ten miles, Cogburn on a 5 Indian being allowed a handicap of 40 seconds, while Derosier with a 7 Indian was on scratch. Cogburn, anxious to make a showing, threw caution to the winds and rode for all he was worth, while Jake was disposed to be cautious and took the turns carefully. It may have been his cautiousness which put him in bad with the crowd, for they plainly expected big things of him. Jake managed to overhaul Cogburn in the last lap and won easily. In an exhibition Derosier went three miles in 2:40, the fastest being turned in 52 seconds.

Collins, although on scratch, had things all his own way in the five miles handicap and caught the limit men, easily winning in a canter. Baker, Merkel, with a minute leeway, was second, and Rea, Thor, followed. Charles Balke, who rode the previous Sunday while still under suspension, is now enjoying an indefinite vacation for his violation. Derosier showed a telegram from Chairman Thornley of the F. A. M. competition committee to that effect. After working hard and almost closing the gap, the scratch men in the ten miles bicycle handicap suddenly got tired or something, for they declined to make up the short stretch which separated them from the leaders. This occurred in the eighth mile and the longmarkers took full advantage of it to widen the gap. As a result they were not overhauled. Caldwell and Bryant had a pretty sprint down the stretch for first, but the former had just enough extra speed

to win out. Gerken was third. One of the most interesting events was the bicycle-horse relay. Berryessa and Diefenbacher were the cyclists and undertook to beat a rider on four horses in five miles, the animals being changed every mile. The horseman piled up a big lead in the early stages, but was unable to hold it, and the cyclists won by a substantial margin. Summary:

Five miles, machines not exceeding five horsepower—Won by Rea, Thor; second, Edwards, Indian; third, Whipple, Indian. Time, 5:44.

Five miles match, W. G. Collins vs. Ray Seymour, both on Indians—First heat won by Seymour; time, 4:46. Second heat won by Collins; time, 4:47. Third heat and match won by Seymour; time, 4:50.

Three miles exhibition by Jake Derosier, Indian. Time, 2:40.

Ten miles handicap, bicycle—Won by Caldwell (2:30); second, Bryant (2:15); third, Gerken (2:15). Time, 28:05.

Five miles handicap, free-for-all—Won by Collins, Indian; second, Baker, Merkel (1:00); third, Rea, Thor (20 seconds). Time, 5:10.

Ten miles match, handicap, Derosier vs. Cogburn (40 seconds)—Won by Derosier. Time, 9:30.

Five miles relay, bicycle vs. horses—Won by Berryessa-Diefenbacher team (cyclists). Time, 12:17. Four one horse relays, changing every mile. Time, 13:00.

**Boyd and Mitchell Stir Denverites.**

One of the largest crowds of the season witnessed some stirring sport at the Tuileries track, Denver, Col., Sunday afternoon, 2d inst., and it was the consensus of opinion that the racing was the best seen on that course this year. Boyd and Mitchell were the spot-light artists, the former capturing a pair of five miles sessions for singles, while Mitchell bagged the free-for-all after a hair raising battle.

In the first five miles event, Boyd took Mitchell into camp handily, and repeated in even easier fashion in their second meeting when Mitchell's machine went bad. The free-for-all was the real article of the day and was run in heats. Mitchell and Boyd supplied the fireworks for the first round, and there was plenty of action all the way, Mitchell winning by a scant wheel. Armstrong had an easy time trimming Fleckenstein in the second heat. The final brought together Mitchell and Armstrong, both on Merckels. Mitchell went in front at the gun and stayed there all the way, although Armstrong made desperate efforts to go by. At the finish he was only a wheel behind Mitchell. Summary:

Five miles, singles—Won by Boyd; second, Mitchell; third, Wolters. Time, 5:06.

Five miles, amateur—Won by Cassidy; second, Jackson. Time, 5:08.

Five miles, singles—Won by Boyd; second, Wolters. Time, 5:08.

Five miles free-for-all—Won by Mitchell; second, Armstrong. Time, 4:34¾.

**GOERKE AND MERCIER "GATHER"**

**Pay a Successful Visit to Elizabeth City—  
North Carolinians Nevertheless Hand  
Them Some Surprises.**

Although they spent much of their time on the way down leaning over the rail of an Old Dominion liner and feeding the fishes, this healthy diversion did not interfere with the riding abilities of Walter Goerke and Ferdinand Mercier, the pair of diminutive New Yorkers, when they arrived at Elizabeth City, N. C., on the 28th ult., for the local club's racemeet. When account of stock was taken, the visitors found that they had fared quite well, Mercier having bagged three races and Goerke two, in addition to several "places."

Of the local men, Anderson and Bray were the most dazzling, the former capturing the time trials and a match pursuit with Goerke, while Bray accounted for the novice and was placed in several others. In the time trials the track record of 1:19 was smashed to smithereens by Anderson, who held it. He tore off a circuit in 1:15, easily the fastest of the day. Goerke came next, with 1:19¾, Mercier did 1:21, and Bray was clocked in 1:24.

With 100 yards to make up, it took Goerke 6½ miles to tag Anderson in the unlimited pursuit. The local boy turned the tables on the New Yorker in the match pursuit and caught him in the eighth mile. Mercier and Bray also rode a match pursuit, in which the visitor got the decision in 2½ miles. Except for the thick dust, the track, a half mile oval, was in good shape. Summary:

Five miles novice—Won by Bray, Indian; second, Feuerstein; third, Jones. Time, 8:10.

Five miles scratch—Won by Walter Goerke, Indian; second, J. Boyd, Anderson, Indian; third, Ferd Mercier, Indian. Time, 6:35.

Three miles novelty—Won by Walter Goerke, Indian.

Ten miles handicap—Won by Ferd Mercier, Indian (1:00); second, Bray, Indian (1:20); third, J. B. Anderson (Indian), (scratch). Time, 12:24¾.

Australian pursuit—Won by Walter Goerke, Indian; second, J. B. Anderson, Indian. Distance, 6½ miles. Time, 8:20.

Pursuit match, Goerke vs. Anderson—Won by Anderson. Distance, 8 miles. Time, 10:12¾.

Pursuit match, Mercier vs. Bray—Won by Mercier. Distance, 2½ miles. Time, 3:26.

Five miles handicap—Won by Ferd Mercier, Indian (40 seconds); second, Bray, Indian (1:00); third Walter Goerke, Indian (20 seconds).

Mile time trials against track record of 1:19, held by Anderson—Anderson, 1:15; Goerke, 1:19¾; Mercier, 1:21; Bray, 1:24.



**TEUBNER TRIUMPHS AT MILWAUKEE**

**Galaxy of Racing Stars at Oft-Postponed  
Motorcycle Meet—Sporleder Scores  
Strongly with New Motor.**

Pitted against an imposing array of the stars of the Middle West, W. J. Teubner piloted a Merkel to victory three times, and twice in surprisingly easy fashion, at the oft-postponed meet of the Milwaukee (Wis.) Motorcycle Club at the state fair grounds, Saturday afternoon, 1st inst. The Pottstown crack was in prime form and mowed down his opponents in unrelenting fashion, hanging up a new record for the track in addition to the best time of the day. Next to Teubner as a collector of blue ribbons came Ralph Sporleder, who proved quite a surprise and also displayed an unusual degree of versatility by winning regardless of a change of mounts. While the Indian contingent fared well, taking two firsts, the credit for these victories belongs to local men, the "experts" being conspicuous as "also rans." Local pride was well upheld by the Harley-Davidson aggregation, who bagged two firsts, including a state championship, and several "places." Fred Huyck, who has joined the Merkel team, proved a disappointment, being retired by chain trouble in both events in which he started.

A formidable field lined up for the 25 miles free-for-all, the premier event of the day, including Bernard, Sporleder and Fisher on Indians and Teubner, Merkel. Right from the start the fight lay between Teubner and Bernard, the others never being dangerous. For four miles these rival speed merchants fought a rare duel that set the spectators wild, but after that Bernard seemed to have shot his bolt, for Teubner drew away steadily and won by over half a mile from Bernard. Teubner went the quarter century in 23:39½, a new record for the track. He also clipped the 12th lap in 54½ seconds, the best mile of the day. Sporleder beat Fisher for third.

Another star number was the ten miles open for the 61-inch machines, which brought Bernard, Teubner, Fisher, Ollerman and Crolus together, the two latter on Harley-Davidsons. Fisher went out in the second round and the fight settled itself between Bernard and Teubner. They mixed it in lively fashion all the way, but toward the end Teubner ran up a lead which he gradually increased to 90 yards at the finish. Ollerman arrived third. The time, 9:29, indicates there was no loafing.

Teubner rang in again in another ten miles event of the same sort, in easier fashion. This time he rode rings around the others, finishing in 9:22½, nearly a minute ahead of Bernard, who was second. Huyck was put out by a broken chain in the eighth mile.

Sporleder brought out a new aspirant for honors, a machine equipped with a Waverley motor, a local product. He made a very good showing with it, winning both events in which he started. In the five miles open he beat Fisher, Indian, by three-quarters of a mile, and in the ten miles he trounced Bernard, Fisher and Huyck. For the five miles private owners, 61 class, Sporleder switched over to a twin Indian and had a walkover. Turner, Merkel was second. Buckley, Indian, captured the five miles novice, with Becker, Harley-Davidson, as runner-up. Although this race did not result in such high speed as the other events, it was full of thrills and interest, only a few yards separating the winner from the Harley-Davidson.

Ollerman was the king pin of the Harley-Davidson outfit and captured the five miles state championship with ease, Crolus on a Harley-Davidson being the only other man to finish. Edwin Becker, Harley-Davidson, got square with Buckley, Indian, who had defeated him by a close margin in the novice, by trimming Buckley in the five miles for private owners, 30½ class. These two were evenly matched and made the fur fly every time they met. Ollerman took a whack at the track record of 54 seconds for a mile, but fell short by two-fifths of a second. Guy Greene, M-M, did a mile against time in 56¾ seconds. Attendance, 3,000. Summary:

Five miles novice, 30½ cubic inches—Won by Edmond Buckley, Indian; second, Edwin Becker, Harley-Davidson; third, Oscar Becker, Harley-Davidson; fourth, Ray Comstock, Harley-Davidson. Time, 5:45¾.

Ten miles, 61 cubic inches—Won by W. J. Teubner, Merkel; second, Harvey Bernard, Indian; third, Oakley Fisher, Indian. Time, 9:22¾.

Ten miles, 30½ cubic inches—Won by Ralph Sporleder, Waverley; second, Harvey Bernard, Indian; third, Oakley Fisher, Indian. Time, 10:04¾.

Five miles, private owners, 30½ cubic inches—Won by Edwin Becker, Harley-Davidson; second, Edmond Buckley, Indian; third, M. Ketchum, Harley-Davidson. Time, 5:42¾.

Five miles, 30½ cubic inches—Won by Ralph Sporleder, Waverley; second, Oakley Fisher, Indian; third, Harvey Bernard, Indian. Time, 5:08.

Five miles, private owners, 61 cubic inches—Won by Ralph Sporleder, Indian; second, J. A. Turner, Merkel; third, Allen Blankenheim, Indian. Time, 4:54.

Ten miles, 61 cubic inches—Won by W. J. Teubner, Merkel; second, Harvey Bernard, Indian; third, Frank Ollerman, Harley-Davidson; second, Lacy Crolus, Harley-Davidson. Time, 4:57½.

Twenty-five miles, 61 cubic inches—Won by W. J. Teubner, Merkel; second, Harvey Bernard, Indian; third, Ralph Sporleder, Indian; fourth, Oakley Fisher, Indian. Time, 23:39¾.

**MORE RACES ON OMAHA SPEEDWAY**

**Bridenbecker Takes Two Events, While  
Fletcher and Huth Get One Each—  
Darkness Ends Pursuit Race.**

Honors were pretty evenly distributed at the Omaha (Neb.) Motorcycle Club's race meet at the Omaha Speedway, Sunday, 25th ult., and the good sized crowd present saw some interesting sport. George Bridenbecker, Excelsior, annexed the largest share of the spoils, taking two events. There was much good natured rivalry between Fletcher, Merkel, and Huth, Indian, and they broke even in their two meetings. Fletcher captured the feature race, the 20 miles open, with Huth as the runner up, and in the 15 miles event for chain driven machines this order was reversed, Huth being the winner. The pursuit race was so hotly contested that it dragged along until darkness put an end to it with Stiles, Excelsior, and Mickel, Thor, as the only remaining contestants. Summary:

Ten miles, private owners—Won by George Bridenbecker, Excelsior; second, Morris Wilson, Thor; third, J. E. Stiles, Excelsior. Time, 13:10.

Fifteen miles, stock twins—Won by J. Huth, Indian; second, Louis Fletcher, Merkel. Time, 18:00.

Five miles, belt driven stock singles—Won by George Bridenbecker, Excelsior; second, J. E. Stiles, Excelsior; third, H. McFarland, Excelsior. Time, 6:18.

Five miles, chain driven machines—Won by Clyde Mickel, Thor; second, C. Rosenberry, R-S.; third, Morris Wilson, Thor. Time, 6:32.

Twenty miles, open—Won by Louis Fletcher, Merkel; second, J. Huth, Indian. Time, 22:29.

Ten miles, stock singles—Won by J. E. Stiles, Excelsior; second, Clyde Mickel, Thor; third, Morris Wilson, Thor. Time, 12:06.

Unlimited pursuit—Declared off on account of darkness, J. E. Stiles, Excelsior, leading Clyde Mickel, Thor, by one-eighth mile.

**Thomas Sweeps Clean at Cumberland.**

Chic Thomas, the Baltimore crack, made a clean sweep at the Cumberland (Md.) fair on Wednesday, 5th inst., gathering in both the mile and five miles events. Nearly all of the riders were from Baltimore. In the mile race, Thomas, who rode an Indian, slaughtered the track record unmercifully, pounding it down from 2:20 to 1:19. H. M. Gault, Indian, was second, and John Blakeney arrived third. In the five miles handicap Thomas had another walkover, although he gave the others an allowance of a minute and a half. He won by three laps in 6:38½. Gault, Blakeney and Johnson followed in that order.



**KRAMER WINS THE FINAL MATCH**

**Outrides and Outwits Clarke in Third Battle at Newark—Hehir Breaks Two-Thirds Mile Record.**

Whatever hopes the admirers of Jack Clarke may have entertained that he would defeat Frank Kramer in the third and deciding series of their match at the Newark (N. J.) Velodrome on Sunday, 2d inst., were speedily dashed to earth when the two men clashed. The series was run in mile heats, which style Kramer revels in, and he trounced the little Australian in two straight heats, the first time in a hotly fought battle, but the second with comparative ease.

Martin Ryan, the pacemaker, set a lively gait in the first heat and carried the men around until the twelfth pole on the bell lap, when he uncoupled, leaving Clarke in front and Kramer trailing. The latter didn't spring his usual jump, but put on more speed and Clarke met the increase. Around the turn and up the stretch they fought it out, with Clarke having a slight lead. At five yards to go Kramer went by and Clarke was unable to put forth any additional energy. The Orangeman just nailed him at the tape, winning by a scant six inches. Kramer got a hand from the crowd.

In the second heat Clarke again played tender to the pacemaker, who at the proper time dropped out. This time Clarke clearly was caught napping, for Kramer, instead of jumping at the usual time as Clarke expected him to do, made his bid while Clarke was gazing at Floyd Macfarland for coaching instructions, and passed Clarke a-flying before the latter woke up. When Clarke did get under way it was too late and Kramer slid down the stretch with a margin of a length to spare at the tape.

Patrick Hehir upheld the honor of Australia in brilliant style and distinguished himself by amputating a bit from the two-thirds mile world's figures in the handicap at that distance. The operation was performed in the second heat, when Patrick, riding from scratch, developed Vanderbilt Cup speed and picked up the field in short order. Then he chased after Father Time and clipped two-fifths of a second from that gentleman, setting new figures of 27 $\frac{3}{4}$  seconds. Kramer held the previous record, which he made in 1908. In the final Hehir could not overcome the handicaps, and Chris Scheller, a 45 yards man, was the first to the money bag. He had plenty of competition from Hehir and Albert Crebs, the latter being robbed of victory by less than a foot. Jumbo Wells was a close third.

Hehir cashed in again in the five miles. He coupled on to Goulette, who set the pace most of the way, and in the bell lap

these two and John Bedell started things. Fighting desperately they rounded the turn, when Hehir forged ahead and Bedell could not hang on, although he tried hard. In the stretch Hehir found a little extra steam and kicked himself across the line half a length ahead of Bedell. Percy Lawrence sneaked up from the rear and crowded Goulette out of third.

Frank Blatz, the amateur champion, had a walk-over in the Australian pursuit. He plugged along steadily and gradually mowed down one after another, the last victim, Erickson, succumbing at four and one-half miles. Menus Bedell took first money in the two miles professional, and Bert Coen won the two miles amateur handicap from the 230 yards mark. Through poor handicapping he was able to lap the field.

The summary is as follows:

One-third mile handicap, professional—Won by Chris Scheller (40); second, Albert Crebs (40); third, Jumbo Wells (35); fourth, Percy Lawrence (25); fifth, Ernest Jokus (45). Time, 0:36 $\frac{1}{4}$ .

Australian pursuit, amateur—Won by Frank Blatz; second, Carl Erickson; third, Herman Kjeldsen. Distance, 4 miles, 3 laps. Time, 11:03 $\frac{1}{2}$ .

Two miles invitation, professional—Won by Menus Bedell; second, Jacob Magin; third, Fred McCarthy; fourth, Phil Wright; fifth, Teddy Billington. Time, :38 $\frac{1}{4}$ .

Two miles handicap, amateur—Won by Bert Coen (230); second, Walter Pofahl (250); third, William Wyckoff (260); fourth, Thomas Grimm (210). Time, 4:07 $\frac{1}{4}$ .

Five miles professional—Won by Patrick Hehir; second, John Bedell; third, Percy Lawrence; fourth, Alfred Goulette; fifth, Fred Hill. Time, 10:32 $\frac{1}{4}$ .

One mile match, Frank L. Kramer vs. Jack Clarke, best two out of three—First heat won by Kramer. Time, 2:08 $\frac{3}{4}$ . Second heat and match won by Kramer. Time, 2:16 $\frac{1}{4}$ .

**Darragon Rides Rings Around Rivals.**

For the third consecutive time, Darragon, the French pace follower, has shown the French racing public how much superior he really is to the other French and Belgian claimants for championship honors. With the greatest ease he disposed of Parent and Vanderstuyft in a paced match race over 100 kilometers at the Velodrome, Buffalo, Sunday, September 25, winning the title of champion of the world. Vanderstuyft defended himself splendidly in the early part of the race, but the pace was too fast for him, and before the end came he had been lapped 23 times. Parent was beaten by 11 laps. Although no records were broken, the pace was swift. Public interest lagged after the fiftieth kilometer, when it was seen that, barring accidents, Darragon had a walk-over. During the last 25 kilometers he lapped his opponents at will, passing Vanderstuyft 12 times. His time for the 100 kilometers was 1:26:12 $\frac{1}{2}$ .

**COLLINS BESTS MORAN AND WILEY**

**Takes Three Straight Heats at Clifton and Makes a New Record—Hunter Toys with St. Yves.**

Elmer Collins again demonstrated his prowess behind motor pace, at the Clifton Stadium, Paterson, N. J., on Sunday, 2d inst., by defeating James Moran and George Wiley in three straight heats of a five miles race. Collins won all his heats in decisive fashion, and incidentally sent a competition record glimmering by reeling off the ninth mile of the second heat in 1:16, a reduction of two seconds from the old figures. He also turned the final mile in 1:15 $\frac{1}{4}$ . Moran was the runner-up in each heat.

James Hunter rode rings around Henri St. Yves, the French Marathoner and recent motorcycle racing recruit, in their two miles motorcycle match. Hunter made a runaway from the start and almost lapped the Frenchman when the bell rang. Among the amateurs Rend Hofkin, a local man, shone brightest. Hofkin captured the two-thirds mile race in a dizzy sprint, nosing out Wernau, who, despite a strong effort, had to be content with second place. In the three miles amateur Baker unwound a gait that was too strong for Hofkin, and the former registered first, while Hofkin distanced Wernau.

The summary is as follows:

Three miles amateur—Won by Paul Baker; second, Rend Hofkin; third, Robert Wernau. Time, 7:06 $\frac{1}{4}$ .

Two-thirds mile amateur—Won by Rend Hofkin; second, Robert Wernau; third, B. Denkle. Time, 1:30 $\frac{1}{4}$ .

Two miles motorcycle match—Won by James Hunter; second, Henri St. Yves. Time, 2:15 $\frac{1}{4}$ .

Five miles, motor paced—Won by Elmer Collins; second, James Moran; third, Geo. Wiley. Time, 6:43 $\frac{1}{4}$ .

**Gamble and Bell Best at Omaha.**

Two motorcycle races were run in connection with the double header automobile meet of the Omaha (Neb.) Motor Club at the Omaha Speedway, Saturday and Sunday, 1st and 2d inst. On Saturday, George Gamble, Indian, won the ten miles event in 11:48 $\frac{1}{4}$ . Otto Ramer, Excelsior, was second. In the ten miles race on Sunday, Indians ran one, two, three, and were ridden by Bell, Huth and Gamble, respectively. Bell, the winner, was clocked in 10:25 $\frac{1}{4}$ .

**Drummond and James Turn "Trade."**

Percy Drummond and William James, Newark, N. J. who formerly have competed as private owners, have announced their intention of riding in the trade riders class in future.



## FUN AT GUTTENBERG RACE MEET

**Burned Fingers and Spilt Soda Provide  
Provide Gayety in the Novelty Event  
—Mercier and Chapple Score.**

Despite an unusually dusty track, the weekly meet at Guttenberg, N. J., on Sunday, 2d inst., was quite exciting and also more amusing than usual, owing to the introduction of some new features. A. G. Chapple, Merkel, and Ferd Mercier, Indian, were the big noises of the day, the former capturing both professional events, while the latter scored two firsts in the amateur classes and was placed in another. For want of oil the track is becoming softer and more dusty each week, but nevertheless the going was fast.

A fall which he sustained earlier in the day evidently took some of the edge off Seery, the headliner of the day, for the 25 miles event, as he made a poorer showing than usual. There was considerable delay in getting this race under way, owing to Seery's machine refusing to start. On the second send-off, which was a flying start, Seery had the pole and crossed the line ten feet ahead of Chapple. The latter immediately served up a ripping gait, which soon carried him past Seery, and from then on it became a pursuit. At five miles Chapple led by a quarter of a mile, and when 12 laps were covered he was half a mile in front. He gained steadily, finally passing Seery on the lower turn in the 22d lap, and won by  $1\frac{1}{8}$  miles. The time was fast—25:43 $\frac{1}{2}$ .

Although he lost nearly an eighth of a mile at the start of the five miles match through a balky machine, Chapple, once he got going, tore around like a young cyclone and caught Seery early. They rode neck and neck until the last lap, when Chapple drew away and won by 25 yards. Quickly shaking off the rest of the field by the hot pace which they set, Mercier, Indian, and Hart, R-S, furnished all the thrills in the ten miles event for trade riders. It was a hammer and tongs battle between them until the last lap, when Mercier got a bulldog grip on first place and held it to the finish.

After rolling up a big lead in the 20 miles handicap, which made him look like a sure winner, Hart got a bad throwdown from Fate. With 50 seconds' handicap, he soon worked up front and steadily increased the gap between himself and the rest. At 17 miles, when he was over half a mile in front of the others, an exhaust valve snapped, and he was done for. French, Indian, a scratch man who had been holding down second, then became the bell-wether, and won with half a mile to spare. Mercier was second and Todd, on a Merkel, rang in third.

If the welcome accorded the novelty race

is any criterion, the spectators evidently enjoy these frolics hugely and more of them should be put on. After riding a mile the men were required to stop at the line, drink a bottle of soda, ride two miles, remove a spark plug, hold it up to view and replace it and ride two miles more. Judging from the way they went about it, some of the riders were not experts at siphoning bottles, and their gurgles provoked sidesplitting laughter. In the haste to remove plugs there were many burned fingers, and here Mercier, who also had finished his soda first, proved superior. He loosened his plug coming down the stretch and had it out in a twinkling after he dismounted. It was replaced in a twinkling and he finished first by over a mile. About 500 persons were present. Summary:

Four miles novice—Won by Al. Graves, R-S; second, Jack Hiller, R-S; third, H. E. Davis, Indian. Time, 5:30 $\frac{1}{2}$ .

Ten miles, 61 cubic inches, trade riders—Won by Ferd Mercier, Indian; second, Frank Hart, R-S; third, Thomas Rice, Indian. Time, 10:55 $\frac{3}{4}$ .

Five miles match, professional, A. G. Chapple, Merkel, vs. Frank Seery, Indian—Won by Chapple. Time, 5:10.

Five miles novelty—Won by Ferd Mercier, Indian; second, Charles Lewis, Indian; third, H. E. Davis, Indian. Time, 7:24.

Twenty miles handicap, trade riders—Won by J. B. French, Indian (scratch); second, Ferd Mercier, Indian (scratch); third, R. A. Todd, Merkel (40 seconds). Time, 24:15.

Twenty-five miles, professional—Won by A. G. Chapple, Merkel; second, Frank Seery, Indian. Time, 24:43 $\frac{1}{2}$ .

### Cyclists Gather at Dexter Park.

Due to the success of their first race meet and outing, held October 2 at Dexter Park, Brooklyn, N. Y., the Associated Cyclists of Greater New York have decided to make the event an annual affair. Five hundred members and friends of the Century Road Club of America, the Empire City Wheelmen and the Century Road Club Association assembled to make the outing affair a success. The feature of the day was the five miles bicycle club team Australian pursuit race, which was won by the Empire City Wheelmen, represented by Fisher, Beck, Murphy, Strubner and Schef-fluer. The C. R. C. of A. team, composed of Westervelt, Higgins, C. Hausenbauer, A. Hausenbauer and G. Awolrab, came in a close second by 20 yards after a spectacular ride by C. Hausenbauer.

Considerable excitement was added to the day's sport by a three miles chase and capture of a bicycle thief. He was rescued from serious bodily harm at the hands of the crowd by the motorcycle policeman, who took the prisoner to the station house. The summary of the bicycle events is as follows:

One hundred yards slow bicycle race—Won by Tom Murdy, E. C. W.; second, T.

Kennedy, E. C. W. Time, 4 minutes.

One mile consolation bicycle race—Won by H. Higgins, C. R. C. of A.; second, C. Dawson, C. R. C. of A. Time, 2:43.

Five miles Australian bicycle team pursuit race—Won by Empire City Wheelmen; second, Century Road Club of America. Time, 15:15.

Three miles open bicycle race, unattached—Won by H. Gaduss; second, W. Brown; third, M. Richardson; fourth, M. Green. Time, 14 minutes.

Other events of the day were 100 yards dash, one mile club relay, medley race, 75 yards three-legged race, 50 yards shoe race, shot put, potato race and one-quarter mile walk for members over 35 years of age. A summary of these events, which were well entered, follows:

One hundred yards dash—Won by H. White, E. C. W.; second, C. Hanson, E. C. W. Time, 10 $\frac{1}{4}$  seconds.

One mile relay—Won by E. C. W. team of C. White, Setelkan, Lind, Fisher and H. White; second, Century Road Club of America team of Maloney, E. Hausenbauer, Frazee, Eberhardt and Murday. Time, 3:40.

Medley race—Won by J. Steinhard, C. R. C. of A.; second, F. Fisher and H. Lind, E. C. W.

Potato race—Won by E. Frazee, C. R. C. of A.; second, F. Fisher, E. C. W.

Seventy-five yards three-legged race—Won by H. Hansen and B. Bennett, E. C. W.; second, F. Fisher and J. Dowling, E. C. W. Time, 12 seconds.

Fifty yards shoe race—Won by V. Lind, C. R. C. of A.; second, H. Westervelt, C. R. C. of A. Time, 15 seconds.

Four hundred and forty yards walk for 35-year-old members—Won by H. Wallen-lager, C. R. C. of A.; second, F. McMillen, C. R. C. of A.

Sixteen pounds shot put—Won by C. White, E. C. W., 30 feet 8 inches; second, C. Hanson, E. C. W., 25 feet, 1 inch.

### "Insurgents" Form Club at Pasadena.

On an initial trip to Topango canyon, Santa Monica, a ride of 78 miles, the Crown City Motorcycle Club, of Pasadena, Cal., was formally organized. The club was formed by insurgent members of the Pasadena Motorcycle Club, with a charter membership of 27. At the luncheon served in the canyon Judson H. Bradway was elected temporary chairman and Dr. Richard Leslie temporary secretary, to serve until the regular election of the club.

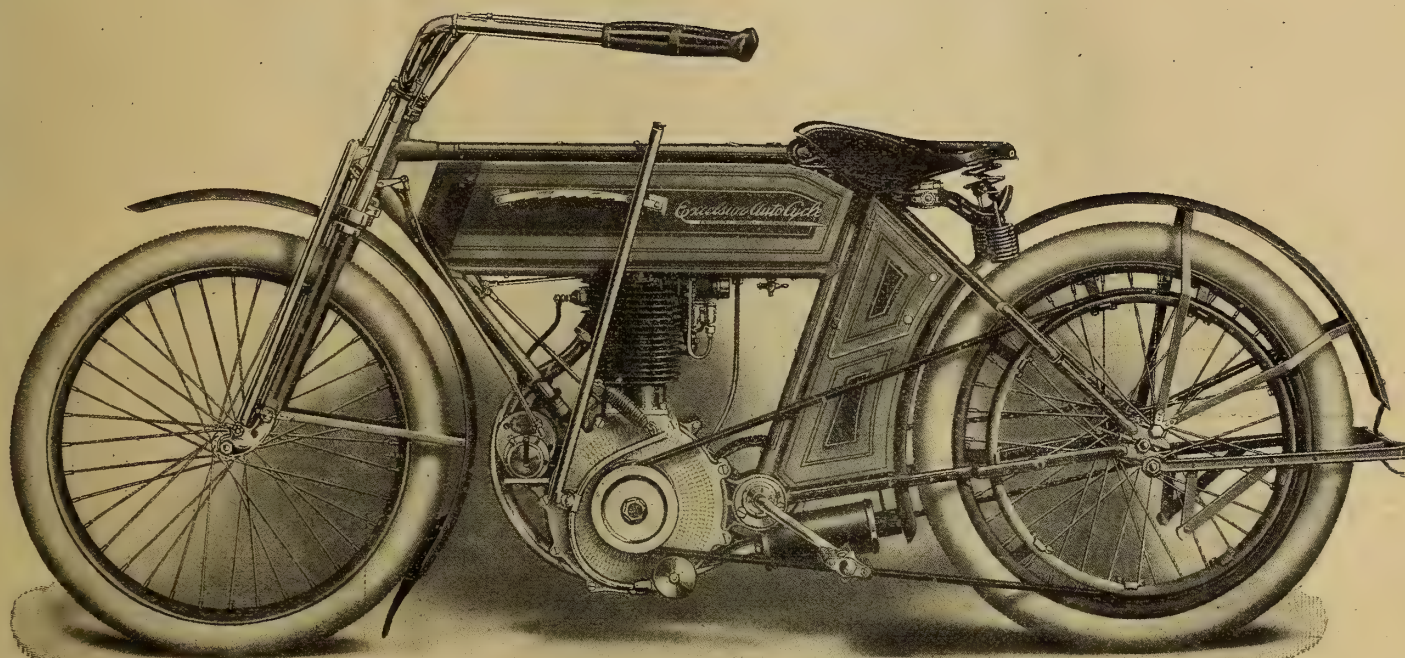
### Baltimore Clubs Consolidate.

In order to enlarge their scope as well as to wield a greater power in the Baltimore, Md., bicycle interests, the Crescent Bicycle Club and the Brooklyn Cycle Club have consolidated under the name and rules of the former. By the combination the Crescents will be much strengthened, several riders of local prominence being among those acquired in the merger.



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# FROM THE FOUR WINDS



Jacob Schoob, formerly of Buffalo, once a professional bicycle rider, stands a good chance of becoming the Republican candidate for Governor of Wyoming. He is now proprietor of a store in Cody.

More uses for the motorcycle are being discovered every day, and among the most recent is the use of the machine in political campaigning. Louis White, of Fremont, O., the Democratic candidate for representative, saw the advantage of the motorcycle as a means of ready transportation, and has bought one for use in his vote getting, as he intends to cover considerable territory.

The tendency of Arthur Brown, of Boston, Mass., to appropriate the good things of life unto himself has led him into a serious predicament. About a week ago Brown was arraigned in the Newton police court on the charge of stealing a bicycle and was arraigned again a little later on the same charge. However, on plea of guilty and promise to make restitution, Judge Kennedy continued his case for three months.

Detroit, Mich., can claim a motorcyclist only one week old. The youngster was discovered on the porch of the Salvation Army home and a motorcycle policeman "burned up the road" taking him to the hospital. With a due sense of the appropriateness of things the nurses named the speeder "Barney," and predict a bright racing future for him if early influences count for much.

Poor students of Birmingham, England, who use the Central Reference Library, have petitioned the municipal authorities to provide free storage for their bicycles while the owners are using the library, as is done in several other institutions in the city. Many of the students ride bicycles to save car fare, and they point out that they cannot afford to pay storage on their mounts night after night while they are studying in the building.

Three San Jose (Cal.) messenger boys who own bicycles will not be able to ride them for 30 days despite any desire or necessity which may arise. They were arrested for committing the heinous offense of riding on the sidewalk, and, as the practice had become too common, the court resolved to make the lads serve as "horrible examples." Instead of fining them, he ordered the bicycles impounded for 30 days—a rather unusual proceeding.

Douglas Thornley, 22 years old, colored, of Providence, R. I., will not have to worry about food and lodging for the coming winter, for he will spend the next six months

in Cranston jail, for stealing a bicycle among other things. Douglas appropriated a bicycle belonging to Samuel Sybert and valued at \$25, and disposed of it for a few dollars. He next obtained a suit of clothes under false pretenses and shortly after he had exchanged the suit for some coin of the realm. He was apprehended and sentenced on both counts.

Many accidents have been caused by the failure of riders to slow down and display

Adam fled when he saw the officer, but was captured after a short chase. His clothes later were found under a tree, indicating that his "back to nature" idea was of only recent adoption.

Such is his interest in bicycles, an ingenious Frenchman has used cycle parts for building a gigantic clock. Standing 12 feet high, the frame work is a huge bicycle wheel surrounded by 12 ordinary sized wheels with pneumatic tires. The figures, which are formed crank rods, are supported by a rim within the large wheel. The minute points are of small nickel plated parts, while the hands are of frame tubing. An arrangement of handlebars forms the top of the clock, while the pendulum is made of bicycle parts. Bicycle bells strike the hours and quarter hours.

Knowing a good thing when they see it, and being willing to run some risks in obtaining it, a couple of Chicago thieves recently attempted to appropriate an unguarded motorcycle during the small hours of the night and were compelled to dodge a fusilade of bullets in so doing. L. C. Barton, of 5307 Lexington avenue, Chicago, returned from a ride just before midnight and left his machine standing in front of the house. When he returned to the street it had vanished and was located only after two hours of diligent search by the police. The thieves were subsequently discovered attempting to bury the machine beneath a pile of leaves and finally got away after dodging the shots of their pursuers, who emptied their revolvers at them.

Residents of Wilson, N. C., were treated to an impromptu bicycle race last week which proved highly exciting while it lasted and ended somewhat unpleasantly for one of the contestants. Ed. McCullom left his bicycle standing in front of a furniture store while he was attending to some business, when an unknown colored youth happened along and, taking a fancy to the machine, jumped on it and started down the street for dear life. McCullom, as soon as he grasped the situation, mounted another wheel and started in hot pursuit of the thief, who by this time had gained a good lead. Pursued and pursuer soon were lost to sight in the distance, and in a short time were outside of the city. The thief had a sturdy pair of legs and kept well ahead until near Elm City when he turned to see how near his pursuer was and ran into an obstruction which sent him sprawling. Hastily picking himself up he dashed into the swamp before McCullom reached the spot, and escaped, leaving the wrecked machine in the road after him.



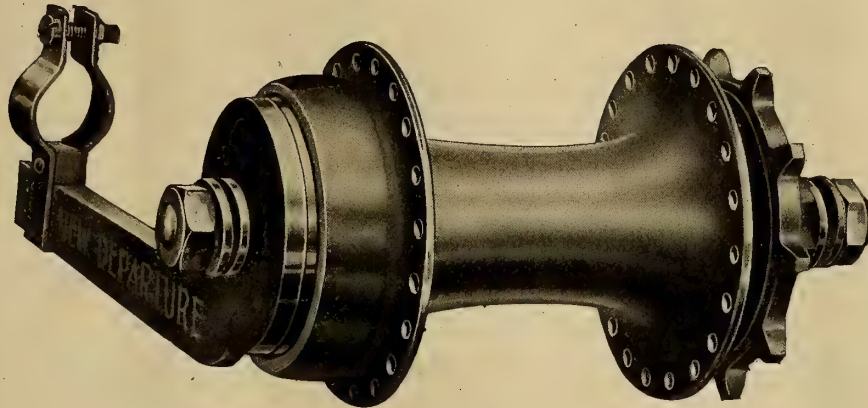
caution in rounding street corners. This was the case when Charles Palmer, of Tarrytown, N. Y., turned out of Main street directly in front of an automobile driven by Vincent Astor. Palmer suffered a broken leg and a few bad cuts, while his motorcycle was smashed. Astor, who is the son of Col. John Jacob Astor, promised to make restitution as far as possible, and after seeing that Palmer was taken care of proceeded to New York by train.

Motorcycle Policeman Allen, of Hartford, Conn., whose usual occupation is rounding up violators of the speed law, played a new role last week. Allen received orders to go over to Elmwood, a suburb, to find out who the "wild man" was who was terrorizing the residents of the vicinity. When he arrived there he found Alfred Defio, 20 years old, parading around in his "bareskins." The modern



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INTERNAL EXPANDING BAND COASTER BRAKE FOR MOTORCYCLES



**Stands Pat in the Hardest Kind of Test**

Brockton, Mass., Aug. 12th, 1910.

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Gentlemen: We are pleased to say that the M.M. Team was the only one that entered the great F. A. M. Endurance Run to finish all riders. Machines were equipped with New Departure coaster brakes and they gave most excellent satisfaction throughout the run.

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**THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.**

**Coaster Brake Licensors**



**Through Europe on Motorcycles.**

John E. Hogg and Floyd W. Baum, students at the University of Illinois, have returned from a motorcycling vacation trip in Europe, and are full of enthusiasm over this method of touring abroad. Leaving Illinois on the opening of their summer holiday period, they rode their machines to Boston and took steamer for Liverpool. Here they found excellent roads, the one from Liverpool to London being practically "two hundred miles of asphalt street," according to their account.

From London they made short excursions to various points and towns of interest. Riding their motorcycles from Bologne to Paris and on to Luzerne, they took train from the latter point to Genoa. From here they rode to Venice, and back through Switzerland and Austria-Hungary. Reaching Munich they made an excursion to Oberammergau to see the Passion Play. Berlin, of course, had to be visited, although it required a long side trip, and

from the German capital the travelers returned to Strasburg and there took steamer to Mainz.

From Brussels they motorcycled to Ostend, Antwerp, Rotterdam and the Hook of Holland, getting in all a much more "closer" view of Europe than as if the trip had been made in the Cook's ticket manner.

They found the price of gasoline to vary greatly from 36 cents per gallon in England to 75 cents in Germany and 25 cents in Russia. Hogg and his companion found potato alcohol, which they bought in Germany at 25 cents a gallon, very satisfactory. "England has by far the best roads of the countries we visited," Hogg declares. "The only trouble we encountered was at the custom houses and in making ourselves understood on the Continent. We found an arrangement, perfected by English cyclists, by which the license issued in that country is recognized in other countries. We did not pay duty on our machines. The trip

cost as much possibly as it would have by rail, but we got a much more intimate and enjoyable view."

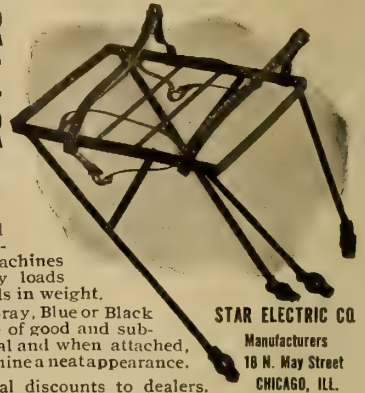
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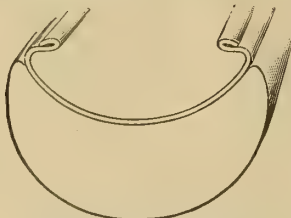
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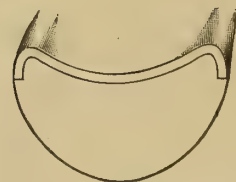
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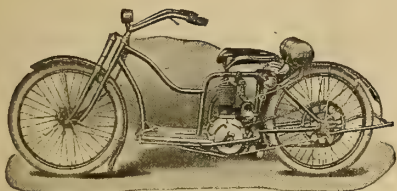
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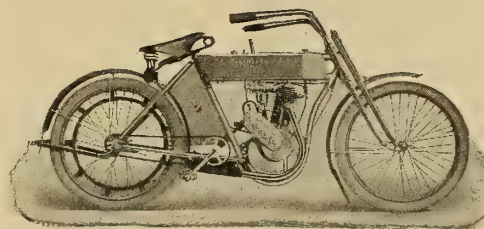
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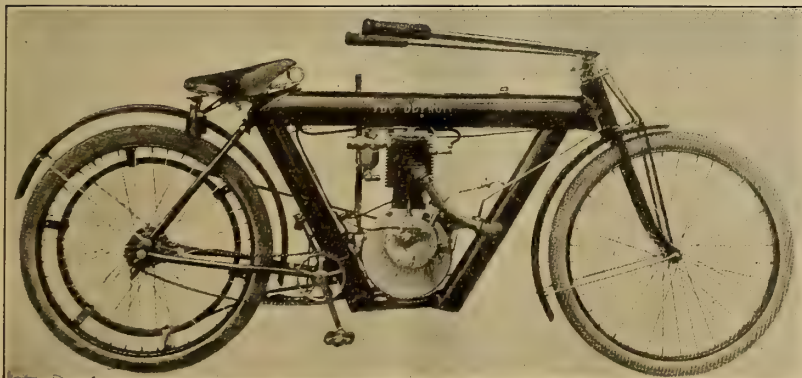
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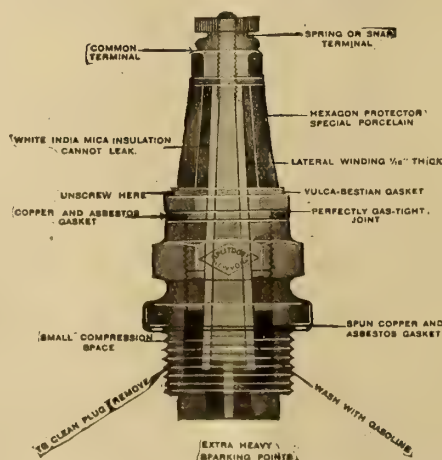
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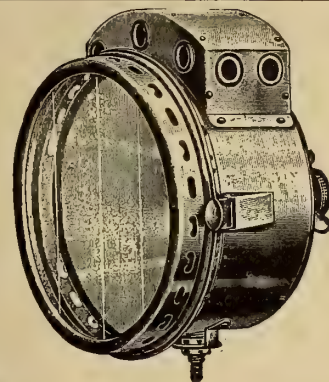
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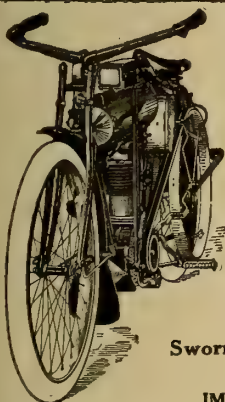
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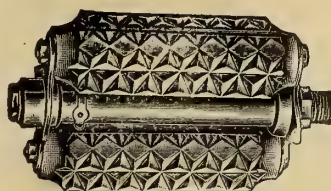
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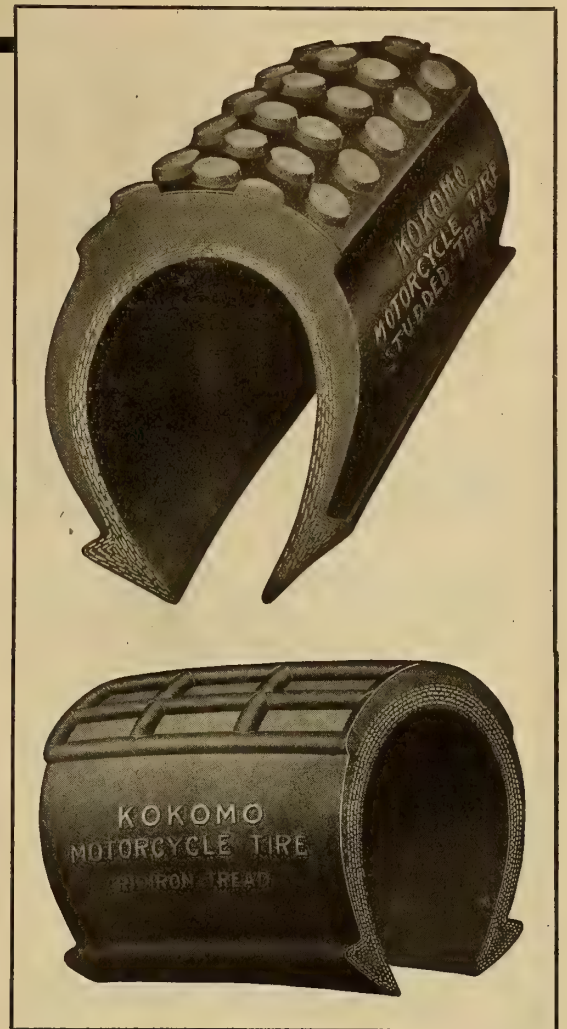
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New York



# Kokomo Miles Number Millions

and they show a tire service that is unsurpassed in endurance, comfort and economy. We have been making Kokomo tires for years and years, and every year the riders and the trade want more.



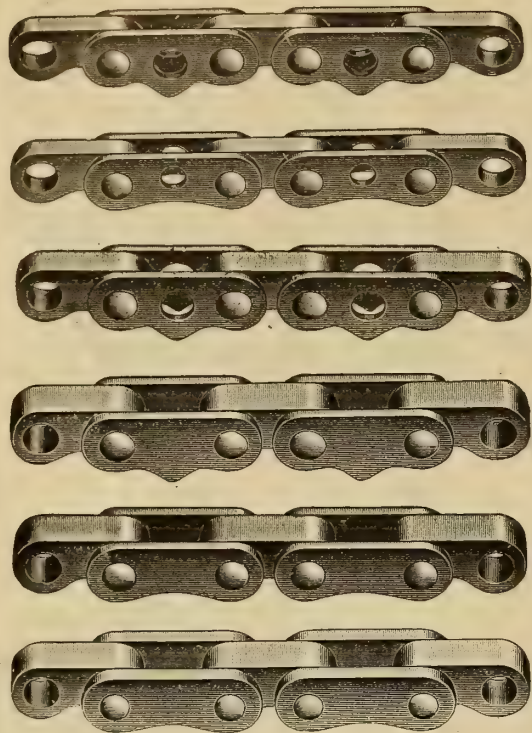
# KOKOMO Motorcycle Tires

embody a tire making experience that means something to you in handling or riding them.

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**Kokomo Rubber Company**  
KOKOMO, INDIANA





**“WHITNEY”**

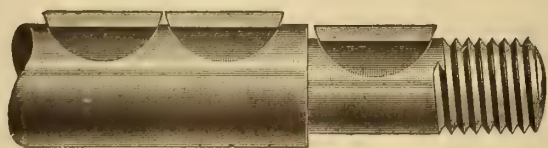
**CHAINS**

**FOR BICYCLES**



**“WHITNEY”**  
**CHAINS**

**FOR**  
**MOTORCYCLES**




**THE WOODRUFF**  
**SYSTEM OF KEYING**

**THE WHITNEY MFG. COMPANY**

Hartford, Connecticut





## Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

“For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway.”

“Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks.”

**“We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

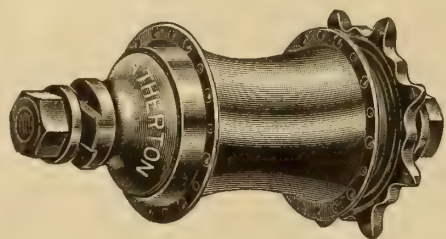
Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.

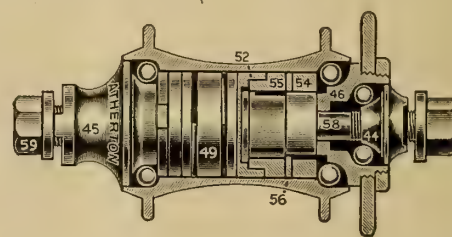


# The Only Real Development in Coaster Brakes Since the First One Was Produced



is the

## NEW



# Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

IT AVOIDS { Endwise Sliding Parts  
Jamming End Strains  
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

IT AFFORDS { Perfect Brake  
Absolutely Free Coaster  
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

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QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

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## D. P. HARRIS HARDWARE CO., Distributors

48 Warren Street, NEW YORK  
Licensed Coaster Brake Manufacturers.



# THE YALE WINS



On October 10th O. J. Oberwegner on a Yale won 3-mile Toledo Motorcycle Club Championship and second place in the 5-mile open, competing with special built racing machines. The same day he established a record for the 1-2-mile dirt track in the phenomenal time of 30 seconds.

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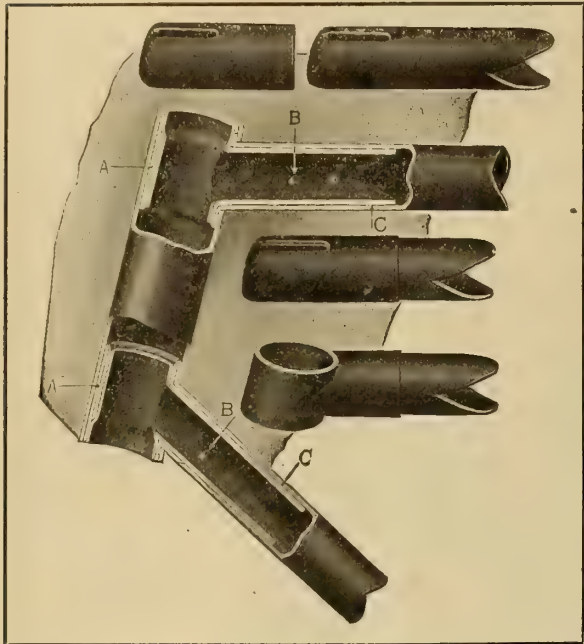
**Ride a Yale They Never Fail**

**The Consolidated Manufacturing Co.**

1709 FERNWOOD AVE., TOLEDO, OHIO



## Again the Difference Between POPE and OTHER Bicycles



THIS week we show the Pope method of Frame Connections and Head-Reinforcements. At the top of the picture are seen separately the branch and thimble which form the internal connection between frame tube and head. Our illustration also shows these parts assembled, and further, as they look when spun out. The assembled part is set in position in the steering head and by means of a rapidly revolving spindle, spun out until it fits tightly all around the inside of the head. It is then brazed by the "dip" process forming an inseparable union. The sectional view of steering head shows the final result.

This construction concerns the most vital parts of the bicycle. What is the process used on the bicycles YOU sell? A short branch and not much more than a washer is used on some bicycles.

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**Let Us Tell You More About Pope Construction**

---

**The Pope Manufacturing Co.**

**HARTFORD : CONNECTICUT**

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# Pennsylvania BICYCLE TIRES

== For 1911 ==

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

**PENNSYLVANIA RUBBER CO., Jeannette, Pa.**



# Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

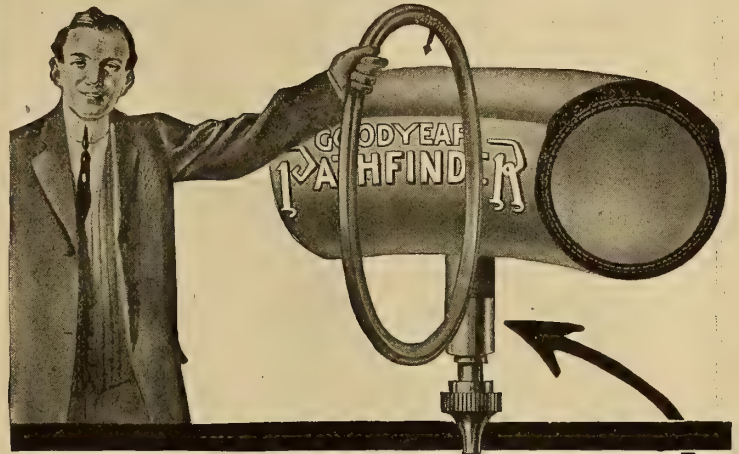
Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for \$8.00, and the two cylinder, five lead Pittsfield Coil sells for \$9.00.

**Pittsfield Spark Coil Co.**

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

## Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10,  
The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness* and *durability*. The best thing of all is that they can be easily fixed in a *jiffy*.

ARTHUR S. BOEHM,  
1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization

—“fixed in a jiffy,” as Mr. Boehm says. That’s one secret of its surpassing popularity.

Many dealers in all parts of the country are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter off today.

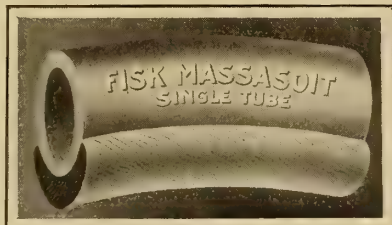
**The Goodyear Tire & Rubber Co.**  
Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 E. Seventh St.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.

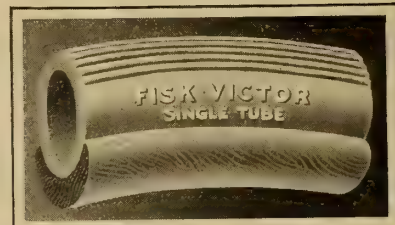


# FISK *Quality* BICYCLE TIRES

WHERE so many bicycle tires are bought and sold there must necessarily be degrees of quality, but the quality that is BEST is Fisk Quality, because the name and fame of Fisk Tires were established upon a basis of Quality that has always been conceded as superior.



FISK MASSASOIT ROAD TIRE and FISK VICTOR ROAD TIRE are of the same construction, but the Massasoit has the plain tread while the Victor is corrugated. Formerly these were made without our name and sold unguaranteed. They have given such splendid service we have decided to sell them under our own brand and under the terms of our regular guarantee. Nowhere else can be found the same quality at the same price; in fact, these tires compare favorably with many of other makes selling at considerably higher prices.



*Write for illustrated booklet and prices of Fisk Quality Bicycle Tires.*

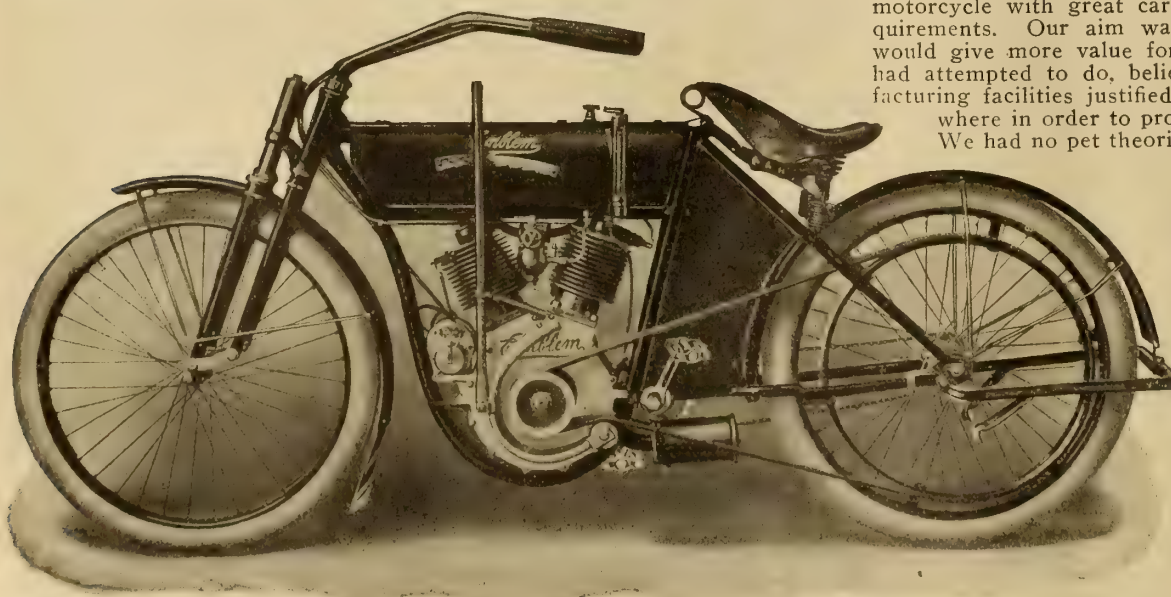
## THE FISK RUBBER COMPANY

Department E

*Branches in Twenty Cities*

Chicopee Falls, Mass.

**We didn't attempt to build a motorcycle until we satisfied ourselves we could build a good one—**



The result is we have had no apologies to offer, no mistakes to live down. We went about the construction of a motorcycle with great care, studying conditions and requirements. Our aim was to produce a machine that would give more value for the money than anyone else had attempted to do, believing that our superior manufacturing facilities justified it. Then we searched everywhere in order to profit by the experience of others. We had no pet theories to "exploit," no "inventions" to develop. It was simply a matter of business to produce the best for the money. Judge for yourself.

Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only some of the Emblem features.

**4 and 5 H.P. SINGLES  
7 H.P. TWINS**

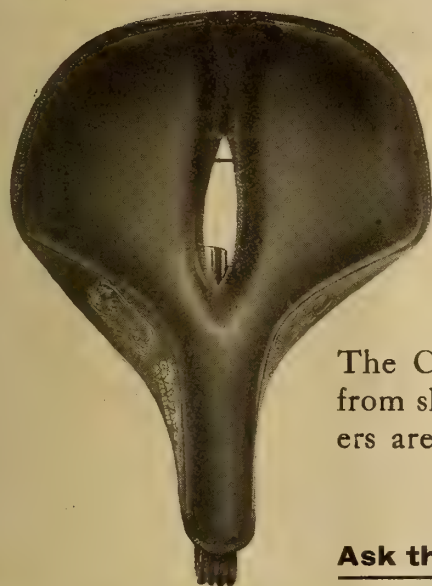
We are now ready to talk 1911 agency propositions. Better speak quickly for live agents have a habit of snapping up Emblem offerings.

## EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

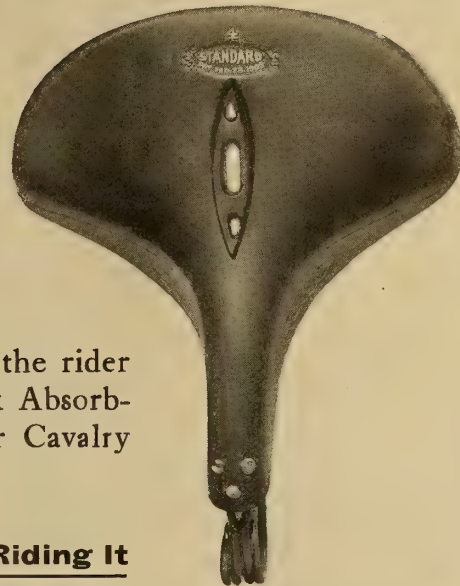
DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.



## A Convincing Evidence of Superiority of the **MESINGER MOTORCYCLE SADDLE**



which is adopted by the  
Hendee Manufacturing  
Company as Regular  
Equipment for the year  
1911.



The Correct Shape of Top preventing the rider  
from sliding back and the Patent Shock Absorb-  
ers are Supreme Features on Mesinger Cavalry  
and Standard Saddles.

Ask the Rider and Watch the Rider Riding It

**H. & F. MESINGER MFG. COMPANY, 1801-1807 First Ave., New York**

## *Thor* Motorcycles

have made some wonderful records for endurance during the season  
of 1910, proving without a doubt that the *Thor* stands alone when  
it comes to a real severe contest where quality and reliability are required.

**Only Perfect Scores F. A. M. Endurance Contest**  
**Only Single Cylinder to finish Indianapolis Endurance Contest**

**1911 MODELS NOW READY FOR DELIVERY**  
Our Agency for 1911 will mean easy sales for Thor Agents. Write today.

**AURORA AUTOMATIC MACHINERY CO.**  
**Thor Building** **DISTRIBUTORS:** **Chicago, Illinois**

A. FREED, San Francisco, Cal.  
J. S. LENG & SONS CO., New York, N. Y.  
MOTORCYCLE SPECIALTY CO., Boston, Mass.



GUS HABICH, Indianapolis, Ind.  
ARMSTRONG & OSBORN, Denver, Col.  
McGRAW BROS. CO., Jacksonville, Fla.

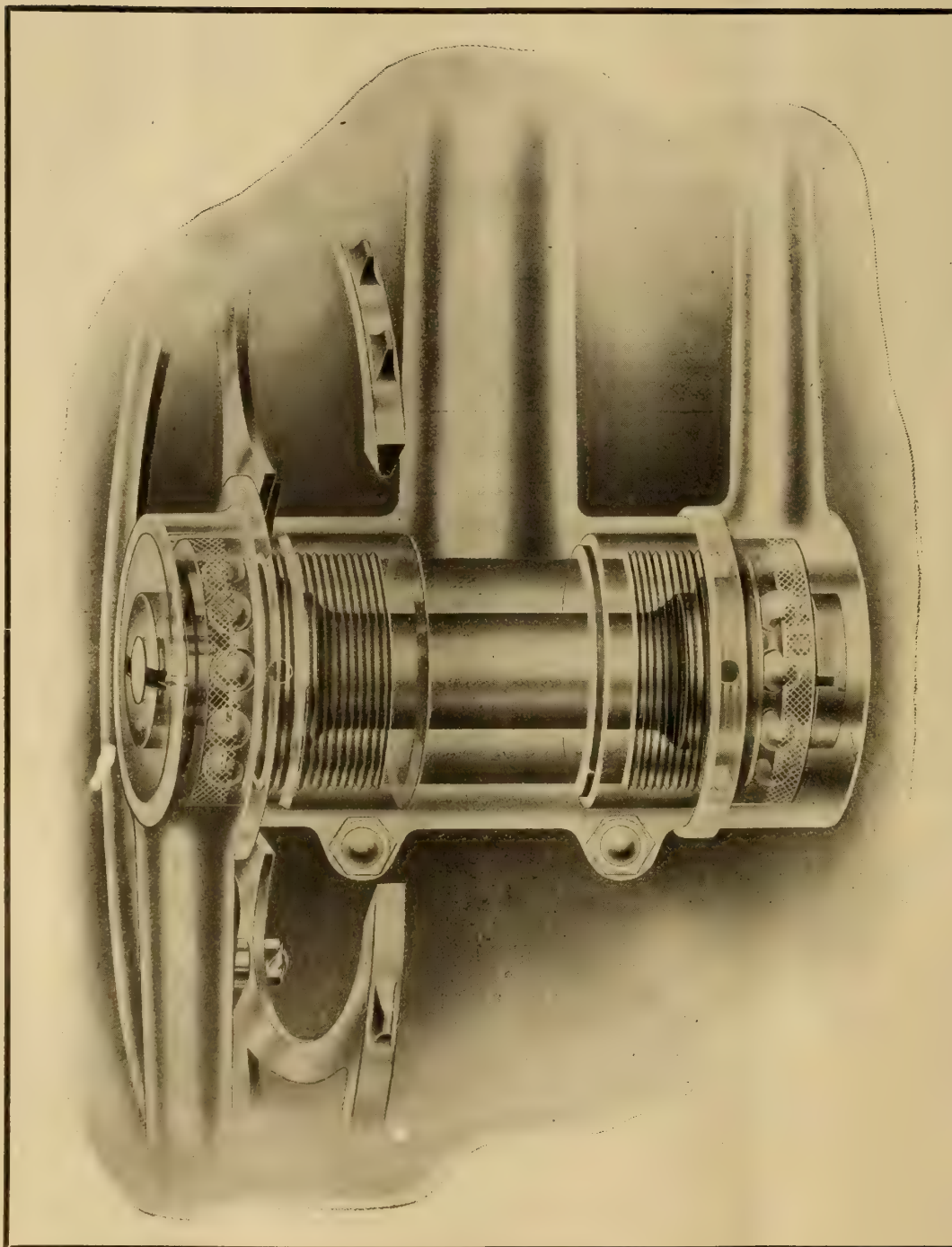


"IT'S ALL IN THE CRANK HANGER"

THE  
*Racycle*

See  
the  
Balls  
in  
the  
Hubs  
of  
the  
Cranks

3  
Year  
Guar-  
antee



See  
the  
Solid  
Tool  
Steel  
Crank  
Shaft  
in  
the  
Center

3  
Year  
Guar-  
antee

CRANK HANGER—1911

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio, U. S. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, October 15, 1910.

No. 4

## HENDEE TELLS OF WHAT HE SAW

Found Motorcycling Flourishing in England and Germany but Dead in France  
—His Observations.

With eyes alert to see what the European motorcycle trade might have developed that would be of value to an American manufacturer, George M. Hendee, president of the Hendee Mfg. Co., Springfield, Mass., made an 11 weeks trip through Germany, Switzerland, Holland, France and England, and, having just returned, he expresses considerable surprise at some of the conditions he found on the other side. In telling of his trip he points out the surprising contrast between the situation in France and that in England, and indicates that Geneva, Switzerland, is the liveliest motorcycle town in Europe.

"Motorcycling conditions in Europe," says Hendee, "I found to be greatly varied and most interesting, and while one is able in a measure to account for the conditions as found, there are some points that seem directly opposed to natural conditions. In Germany there are quite a quantity of motorcycles in use, and the industry seems to be on a fairly firm basis and gradually increasing. In France there is evidently no interest in motorcycling. There are practically no machines on the road and what few machines are to be found are of ancient origin.

"In the town of Geneva, Switzerland, I saw more motorcycles than in any other place outside of England itself. The majority of these machines were of the light weight type, and were apparently used for town purposes only. The conditions in England were the most promising. Motor-

cycles were met everywhere on the roads, both in the cities and out in the country. The business is very large and undoubtedly prosperous.

"The comparison between the use of the motorcycle in England and that in France is an exceedingly interesting one. In England, while the roads are splendid, the weather conditions are not all that one would enjoy in motorcycling, and yet the machines are everywhere. In France the road conditions are equally good if not better, and the weather conditions much more satisfactory, yet motorcycles are not in evidence. After talking with a number of interested persons, I learned that the first influx of motorcycles in France was of light weight machines, which gave more or less dissatisfaction and caused the impulsive Frenchmen to condemn the motorcycle in general without further investigating its merits or trying other forms than the one with which they were familiar.

"It would be impossible to visit the European countries without learning something relative to the industry, and I indeed saw many things that are worthy of investigation. I think, however, that I can say that as far as motorcycling is concerned, we in America are advancing more rapidly than in any of the countries I visited—not only in the manufacture of the machines but in their application both for business and pleasure use.

"The introduction of the Indian motorcycle in England has been in progress now for 18 months, and the reputation of the machine, I think I can say, is second to none. Their sale was very large during the past season, and conditions point to a still further and extended sale for 1911. It was an opportune time to introduce the Indian with its chain drive, the practicability of which in the wet English climate has now been demonstrated."

## MILLIONS BACK PONTIAC PROJECT

Detroit Automobile Makers in a Huge Motorcycle Manufacturing Enterprise—  
Sherman the Sales Manager.

Since his resignation from the sales management of the Aurora Automatic Machinery Co. some months ago, it has been known that George W. Sherman has been busy in his connection with something so big as to be sensational in character, and its disclosure came about on Monday last, by the incorporation of the Pontiac Motorcycle Co., capitalized at \$600,000, and which has men of many millions behind it. Sherman's identification with the company, while of interest to the motorcycle trade of which he has been a part since its beginning, is not nearly so startling as the fact that several of the biggest and best known men in the automobile industry are the sponsors for the new company.

Chief of these is Walter E. Flanders, president and general manager of the E-M-F Co., Detroit, Mich., makers of the E-M-F and Flanders cars, although Flanders does not figure either as a stockholder or an officer. He is a man of large means and is a heavy stockholder in the new Pontiac Motorcycle Co. He will remain as head of the E-M-F Co., but it is his right hand man, R. M. Brownson, who has been elected president and general manager of the motorcycle concern. Mr. Brownson was secretary and treasurer of the E-M-F Co., and now has resigned those offices to devote himself to the new undertaking. James B. Book, Jr., is secretary of the new company, and Harry L. Stanton, treasurer.

In addition to those named, the stockholders include Dr. James B. Book, Charles



L. Palms, E. LeRoy Pelletier, Max Wollering, H. Roy Haberkorn, Fred H. Wade, George W. Sherman and Richard E. Baus. Messrs. Book, Pelletier, Brownson and Wollering constitute the board of directors. Palms and Book are two of Detroit's wealthy men who have made enormous profits in the automobile business in connection with Flanders, and Pelletier is far famed as the genius of E-M-F advertising and publicity. The new company will have Pelletier as its advertising head. Wollering formerly was production manager of the E-M-F Co., and is rated as one of the best factory organizers and factory managers in the country. He will have complete charge of the manufacture of the motorcycles. Sherman will be the sales manager of the company, a position for which he is

a quarter of a million dollars in advertising and publicity work alone in the opening campaign.

#### Grouping Its Factories.

For the factory buildings of the new Pontiac Motorcycle Co. a site of 19 acres in Pontiac, Mich., has been chosen on Saginaw street, and work on the structures already has commenced. Pontiac is a thriving little city which at one time was conspicuous in the carriage trade, but which latterly has been dominated by automobile and automobile parts manufacture. It is located about 28 miles from Detroit. Walter E. Flanders has purchased a residence there and E. LeRoy Pelletier has taken property nearby, while George W. Sherman and other active officers of the new com-

East arranging for his cycle deliveries for 1911. His plans provide for a further adding to a record which already is without equal in cycle retailing in the United States, inasmuch as for 27 years he has handled one make of name-plate bicycle, the Rambler. He secured the agency of the Rambler bicycle when it was first produced by the Gormully & Jeffery Mfg. Co., of Chicago, and has held it ever since, although the manufacture of the Rambler passed from its original makers to the American Bicycle Co. or bicycle "trust" and later to the Pope Mfg. Co., of Hartford, Conn., its present manufacturers.

#### Greyhound Property to be Sold.

Sale of the property of the bankrupt Greyhound Motor Works, of Buffalo, N. Y.,



GROUP PLAN OF THE PONTIAC MOTORCYCLE FACTORIES AND ALLIED PLANTS

eminently fitted by his long experience and intimate acquaintance with the trade.

Although the company has just been incorporated, its sponsors have been engaged for several months in shaping its plan and product, and no motorcycle of repute either here or abroad has escaped critical analysis by its experts. Pelletier, who in addition to being an advertising man also is a production engineer of experience, recently returned from Europe, where he was delving into foreign designs and factory practice.

In Detroit the report was circulated that the new company will produce a  $3\frac{1}{2}$  horsepower model, but the officials of the company state that reports of this character are inaccurate. They are not yet ready to disclose what they have in store, but there is promise that the new machine will incorporate a number of surprises. It will be ready in ample season for the spring trade and will probably make its first appearance at the time of the New York show in January.

It is known that it is the intention of the company to do everything on a large scale and to leave no money unexpended that will push the new motorcycle to the forefront. Among other things, it is stated that it is the company's intention to spend

pany are establishing their homes in the city.

The factory buildings are being located in accordance with the plan indicated in the accompanying illustration, there being three motorcycle plants and an administration building in the group at the left. Each motorcycle plant is 200 x 46 feet, three stories high. The administration building also is three stories high, and is 100 x 46 feet. In the center of the site the Pontiac Drop Forge Co., an allied concern which is to supply the motorcycle forgings, is located, its building being 200 x 46 feet, while the Pontiac Foundry Co., which also is a part of the motorcycle manufacturing plan, is to have a building at the right, 250 x 100 feet. The power plant for the different buildings is placed near the drop forge plant, in the center, and is 75 x 46 feet. The site also takes in the plants of the Vulcan Gear Works and the Champion Mfg. Co., together with an immense freight depot for all the factories. Spurs from the Grand Trunk railway have been laid and are in operation on the property.

#### Wells Still Faithful to Rambler.

Prince Wells, of Louisville, Ky., a veteran cycle and automobile dealer, is in the

consisting of motorcycle parts and materials, machinery, tools, motorcycles, patents and all other personal property belonging to the estate, is scheduled to take place at noon on November 14 at the company's factory, 1443 Niagara street. A meeting of the creditors has been called by the referee in bankruptcy, C. J. Hamlin, to consider the proposed sale, the meeting to take place in the bankruptcy court room, 1003 White building, 298 Main street, Buffalo, at 11 a. m. As at present provided for, the terms of the sale are 25 per cent. cash to be paid upon confirmation of bids and the balance within ten days. Prospective bidders may obtain information concerning the property from the trustee in bankruptcy, Will C. Overman, 1443 Niagara street, or from his attorney, Thomas E. Lawrence, 770 Ellicott square.

#### Great Western Adds to Its Factory.

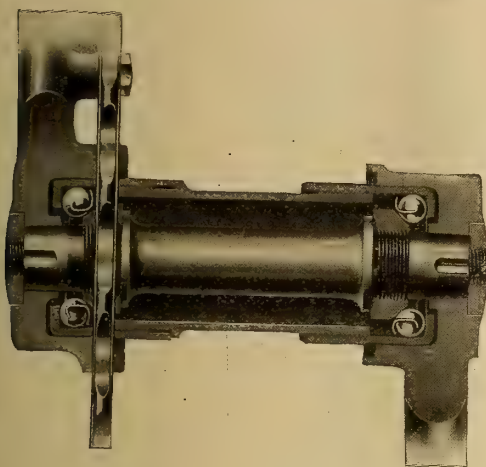
The Great Western Mfg. Co., of La Porte, Ind., has added a two story building to its factory, the new structure being 100 x 50 feet, with concrete foundations and floors. The addition provides the company with needed additional capacity for the manufacture of bicycles, Fauber crank hangers and sprockets.



## NEW CRANK HANGER FOR RACYCLE

**Improved Design Permits Bearing Adjustment Without Removing Cranks—  
Bearing Location Retained.**

Retaining the essentially Racycle principle of placing the bearings at the extreme outer ends of the crank shaft, a new and improved crank hanger has been adopted by the Miami Cycle & Mfg. Co., of Middletown, O., for its Racycle bicycles, commencing with the 1911 season, and the machines equipped with the new hanger now are being turned out, carrying a three years guarantee. Adjustment of the bearings is



provided for in a new way, that avoids the necessity of removing the cranks. On the outside of the left crank or adjusting side there is a small screw, close to the point at which the crank shank joins the crank hub. For a readjustment of the bearings the screw is removed and a larger screw, which is supplied in the repair kit, is substituted. The crank is moved around until the large screw seats itself in the slot provided for the purpose in the crank cup. The screw then is tightened down and the crank moved back or forward to loosen or tighten the crank bearings as desired. Before the operation is commenced, the binder bolt under the left side of the crank hanger is loosened, to be tightened again when the adjustment has been made, after which the large screw is returned to the repair kit and the small screw replaced. It is claimed that the Racycle principle of the balls rolling in the hubs of the cranks, as shown in the accompanying illustration of the new hanger, results in 27.9 per cent. less pressure on the bearings than in the types having the bearings close to the center.

### Plan to be Cycle Jobbers in Denver.

"Jobbers in everything for the bicycle" is the phrase adopted by the Scott-Hamburger Tool & Supply Co., of Denver, Col., which has opened at 1711 California street and which is arranging to be enrolled on the official jobbers list. L. O. Scott, who for many years was a pioneer cycle jobber

in the West, is president of the company, with George Hamburger, Sr., a retired merchant, as secretary and treasurer, and George Hamburger, Jr., as vice-president.

### Date for Cycle Trade Meetings.

The Cycle Parts and Accessories Association has selected January 12 as the date for its winter meeting during the period of the New York show at Madison Square Garden, and the National Association of Bicycle Jobbers also will hold a similar meeting on the same day. Both associations will have their sessions at the Hotel Astor, and the Cycle Parts and Accessories Association will tender a luncheon to the jobbers and to the bicycle manufacturers.

### Durhams Go Into Bankruptcy.

Durham Brothers, of Pine Bluff, Ark., a cycle and automobile supply firm consisting of Joseph M. Durham and Alfred Durham, filed a petition in voluntary bankruptcy on the 1st inst. with liabilities of about \$5,000 and assets estimated at \$3,060. The step was made necessary as the result of an unsuccessful outside business venture by one of the members of the firm, in which considerable money was lost.

### Accessory Bar for Motorcycles.

In order to enable the motorcyclist readily to carry a number of accessories, such as speed indicators, clocks, map holders and the like, to the best advantage, an auxiliary bar has been suggested, extending across between the handle bars. The various articles all may be mounted on the one bar, where they may be closely grouped and readily seen.

### Dunham Goes with Hawthorne.

Thomas M. Dunham, sales manager of the 20th Century Mfg. Co., New York City, has resigned that office. He has obtained a financial interest in the Hawthorne Mfg. Co., Bridgeport, Conn., where he will make his future headquarters.

### Death of E. P. Eldridge in Chicago.

E. P. Eldridge vice-president of the National Sewing Machine Co., Belvidere, Ill., and at one time prominent in cycle manufacturing, died at the Congress Hotel, Chicago, Ill., last week. His death was due to pneumonia.

### Hub Cycle to Distribute Yales.

The Hub Cycle Co., of Boston, Mass., has become the New England distributor of Yale and Snell bicycles, made by the Consolidated Mfg. Co., of Toledo, O. A large stock of models will be carried in Boston at all times.

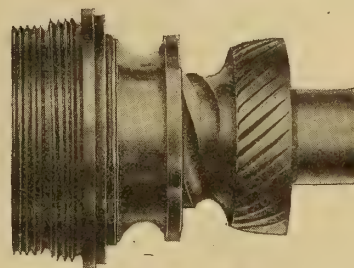
### Surre Headed Toward the Coast.

William J. Surre, sales manager of the Continental Rubber Works, Erie, Pa., has started on a business trip to the Pacific Coast. His itinerary covers a period of five weeks.

## INSURES CERTAIN BRAKE ACTION

**Additionally Efficient Sprocket Block and Drive Screw in Eclipse Coasters—Prevents Slipping or Sticking.**

Already developed to a high degree of perfection, Eclipse bicycle coaster brakes, made by the Eclipse Machine Co., Elmira, N. Y., will be marketed in 1911 practically in their present form, it having been found possible to incorporate only one change in construction that would increase the efficiency of the device. To obviate any previous tendency which may have existed for the brake to stick or slip on the forward drive, a sprocket block and drive screw of new design, which is shown in the accompanying illustration, has been substituted for the old component. Emphasis is placed on the generous surface of the bevel face



of the new driving screw, which transmits the power on the forward drive, and which it is claimed will hold with a powerful grip, and still release instantly when the application of power ceases. All the Eclipse brakes now are fitted with the new clutch.

### Liquifying Commercial Rubber.

Many persons are of the opinion that rubber can be melted, and while this is true of pure gum rubber, which melts readily at 300 degrees Fahrenheit, it is not true of commercial rubber. To put this into liquid form it is necessary to overcome the effects of vulcanizing and to do this the rubber is boiled in an 8 per cent. solution of caustic soda and after washing and drying is treated with carbon bisulphide or benzine until dissolved. The solvent is then distilled, but the rubber thus obtained is of little strength or commercial value. The sulphur added in vulcanizing spoils rubber for use where melted or pure gum rubber is required.

### Grinding Down the Needle Valve.

If the occasion should arise making it necessary to grind the float needle valve on the motorcycle, it is well to know that a compound of finest crocus powder and a small quantity of oil makes a good grinding medium. It is important that the carbureter pipes be thoroughly cleansed of the compound before using the machine, and it is well to flush them out with gasoline before connecting the carbureter.



¶ On October 6 a letter was received from Flint, Mich., concerning

## Corbin Coaster Brakes

and containing data of value to the "uninitiated," according to the writer. His letter was absolutely unsolicited, and was spontaneous with himself. Here it is:

"I see so many testimonials of late regarding coaster brakes, but you will notice they are all for one run or season. I like to have all motorcyclists know what brake one can really depend on under any conditions. The wise rider and the wise manufacturer uses your make of brake. I have seen a few of other makes this year, but no one knows the joy and comfort of a good brake until he puts on a Corbin.

"I have a 1905 model Indian machine; although it has been overhauled several times and several new sets of tires put on it, I have never paid out one cent on repairs on the Corbin brake.

"While in the bicycle business I found out the same thing, i. e., that the no trouble brake is (of course) a Corbin. I would not ride either a motorcycle or a bicycle not equipped with a Corbin brake, and I think I have been in the game long enough to know.

"Trusting that this may be of advantage to the uninitiated, and wishing you continued success, I remain,

"Yours very truly,

"L. F. SMITH."

Agent Indian Motorcycles and Supplies,  
No. 203 S. Stevenson street.

¶ Those second and third paragraphs are born of something superior in Corbins.

## CORBIN SCREW CORPORATION

NEW BRITAIN, CONN.

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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## An Industry of Attractive Aspects.

If endorsement were needed of the business acumen and foresight actuating the present motorcycle manufacturers in their choice of activities, it could be found in the fact that some of the most conspicuous figures in the automobile manufacturing field now are turning to the motorcycle as offering the opportunity for the best exercise of their abilities and capital. The industry is so promising and its future so enormous that the attractions are obvious, and because of the rapid development which it is undergoing it needs both ability and capital.

In fact, not one of the cases of business embarrassment which so far have occurred among some of the pioneer motorcycle manufacturers may be laid to limitations of the motorcycle market, but rather may be ascribed to lack of capital necessary for conducting manufacture on the scale and in the manner commensurate with the nature of the business. The present successful manufacturers in most instances have performed wonders of financing in accomplishing big and rapid development from modest beginnings, without imperiling their financial soundness in the process. Later entrants into the field find it necessary to

lay their plans in accordance with the ever increasing scale of magnitude that prevails, and the established manufacturers themselves must continue their policy of re-adjustment and growth to meet the conditions created by the swift current of advance and progress in the industry.

## Rear Stand Precautions in Racing.

An element of danger connected with track racing to which little or no precaution has been given and which fortunately has not yet caused any serious accident so far as known is that of insecurely fastened stands. With the advent of the rear stand as regular equipment on many machines there has arisen a new danger to riders in track racing. Practically every stand when not in use is fastened to the rear guard by a snap spring clip which in time may become bent or sprung from repeated use and let the stand down without warning. However well it may hold the stand, there always is a possibility of the latter falling at a critical time and causing serious injury to the rider and damage to the machine as well.

Numerous cases have been witnessed at race meets this year where stands dropped down and bounded along in a dangerous manner while the machine was traveling at 40 miles an hour or better. In some cases the rider was unaware that his stand had come adrift and in others where his attention was called to it he preferred to take chances of a spill rather than to stop to fasten it. A fallen stand easily may catch in a rut or hole and throw a rider with possible serious injury to himself and to others who may at that moment be close behind.

Regardless of his personal willingness to take such chances a rider has no right to endanger the lives of others by his recklessness in continuing with a dragging stand, and yet in the absence of any rules it almost is impossible to compel riders to stop during a race and fasten them. There should be an iron clad rule that no rider whose machine is equipped with a stand shall be allowed to compete on the track until his stand either is wired in place or so fastened that it cannot by any combination of circumstances come loose. One easily can picture the consequences of a rider whose stand is dragging having it catch in something while he is in the midst of a bunch riding neck and neck at 50 miles an hour or more. Unless some precaution is taken in time to prevent it, there surely

will be accidents of a distressing sort from this very cause.

## Trade Riders and Their Rewards.

To anyone with a close insight as to the existing conditions in motorcycle racing the ever increasing number of professional riders is significant, and the wonder is that the movement was so long delayed. Although he risks his neck fully as much and takes as many chances as the professional, the trade rider gets much less for it in return. True, if he remains a trade rider he may retain his amateur status, which some persons would have us believe is a heritage never to be parted with even under pain of death.

About all a trade rider gets out of racing under present conditions is some glory and some merchandise, chiefly medals or cups. Most medals and cups which promoters hang up nowadays are a disgrace to the name. Although on the program they may be designated as "gold" or "silver," as the case may be, and may have a program value of \$15 or \$20, usually they are worth much less, and it is a common expression among riders to refer to medals or cups as "junk." At the present time the chairman of the competition committee has in his possession cups won by a well known rider who positively refuses to accept them because they are so cheap and tinny looking.

When a professional wins a prize he receives it in cash and at its face value, while the hard earned cups and medals of the trade rider usually are below par, financially speaking. When there are enough professionals to insure snappy racing the cash prizes will mount higher, for the men will be in a position to command them and in the course of a meet will have an opportunity to gather in quite a respectable amount of money. There is a heap of difference between having a snug bank account or a collection of "junk" in the shape of cups and medals on the mantel at home. If riders are willing to ride their heads off for victory, as most trade riders do, they might as well protect themselves financially from the hazards which their occupation engenders. As for the private owner who races, he as a rule has some regard for his skin and his machine, and does not take great chances to win. Let him have the glory and the cups, which usually are dearer to his heart than money, and let the men who bear the brunt of the danger receive something more commensurate with the risk they run.



# Coming Events

1910 OCTOBER							1910 NOVEMBER						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

October 21, Frederick, Md.—Baltimore Motorcycle Club's race meet at Frederick Fair.

October 22, Brooklyn, N. Y.—Bicycle races at 47th Regiment Armory.

October 23, Baltimore, Md.—C. R. C. of A., Maryland Division, fall handicap road race.

October 27, 28 and 29, Dallas, Tex.—Three days' motorcycle meet at state fair.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show in Madison Square Garden. Motorcycle section.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth national show in Coliseum. Motorcycle section.

## Correspondence

### Picks Flaws in Hanna's Design.

Editor of the Bicycling World and Motorcycle Review:

Your correspondent who submitted a sketch of an improved motorcycle design in the issue of October 8, shows some good points but these are offset by some that the designer evidently has not taken into consideration. In the first place the main objection is that the hanging of the motor in the frame as shown is very poor when taken from an engineering standpoint. The ends of the motor are without support to resist the tremendous torsional strain to which the loop of the frame would be subjected at every explosion of the motor, tending to twist the motor at right angles to its length. I do not think the motor would stay in the frame many miles.

The motor also is exposed to mud and dust, from which no amount of guards could protect it, resulting in excessive wear of all moving parts. If the motor were hung as in the Douglas motorcycle, an English production, most of these objections would be overcome. Experience also has shown that an abnormal wheelbase, necessitated by the design shown, is very objectionable to most riders. Inasmuch as the chain drive has been greatly improved in the last few years, I do not think that a double bevel gear drive will ever come into general use, owing to its cost of production.

In my experience, too, I have found that a medium center of gravity is better than one that is too slow.

M. E. TOEPEL.

### "Skipping" Caused by Oil Film.

Over-oiling of engines fitted with battery ignition often result in a case of "skipping" which is particularly puzzling to locate. Although the plug may be cleaned scrupulously and the base drained of excess oil, the skipping usually continues until it gets on the rider's nerves unless he has had a previous experience of the sort and knows how to remedy it. When the cleaning of the plug and draining the base fails to remedy matters it is a good plan to remove the timer cover and see if an accumulation of excess oil has collected there and is causing the trouble. When a surplus of oil finds its way to the timer it is prevented from escaping by the cover plate and is churned about by the cam and jarring of the machine. Eventually it forms a film between the timer case and cover and works in around the fiber insulating block to the platinum screw. Sufficient oil gathers on the platinum points to insulate them when they come together, so that there is no electrical contact, and "skipping" results. Cutting down the oil supply should remedy matters, but if it does not, the bushings should be looked to, for if they are worn it allows the oil to leak through to the timer. As a rule, provision is made for just enough oil finding its way to the timer to keep the cam lubricated.

### More Armory Racing for Brooklyn.

Judging from the reception which the initial meet at the 47th Regiment Armory, Brooklyn, N. Y., received last Saturday night, 8th inst., flat floor bicycle racing is destined to become a popular attraction in the City of Churches this winter. Another choice card is being arranged for Saturday evening, 22d inst., when Fogler, Root, Bardgett, Vanden Dries and the other stars will go through their paces, while the best of the metropolitan amateurs also will be

on hand. Bardgett and Root are scheduled for a match race.

### Motorcycles in English Exports.

Gains evidenced in the figures for August are gratifying to the English motorcycle manufacturers interested in export trade. During the first eight months of 1910 the total exports amounted to \$455,540, while for the corresponding period of 1909 the figure was \$260,770. For the month of August, 1910, machines to the value of \$80,415 were exported as against \$45,270 for the same month in 1909. On the other hand the import values showed an increase, motorcycles valued at \$27,705 being imported in August, 1910, as compared with \$27,705 for August, 1910..

### Valve Lifting Gives Added Speed.

On some motorcycles it appears possible to obtain a small increase of speed by slightly lifting the exhaust valve by means of the hand lifter. Where the exhaust valve lifter and the spark control are not interconnected for starting, it is possible to lift the valve slightly from its seat without retarding the spark, and the effect, where the engine is old and the cam faces or push rod ends somewhat worn, is to give a more free action to the exhaust valve and a slight power increase, according to those who have tried it.

### Moody Makes a Happy Discovery.

"A sample copy of the Bicycling World and Motorcycle Review reached my desk last week, and that copy alone was sufficient to make me realize what I have been missing. No live, wide-awake man who is interested in cycling or motorcycling should let one single copy of this excellent publication pass up. It is certainly O. K. Enclosed please find post-office order for which enter my name on your list for the coming year."—E. S. Moody, Glencoe, Minn.

### FAMILIAR NAMES ILLUSTRATED.



"A GREEN INDIAN"



## PERFECT SCORES IN PLENTY AT PROVIDENCE

Medals for 35 of the 39 Starters in the 138 Miles "Triangle" Run—New England Classic is Sprinkled with Rain but Good Roads Compensate—Two Women Make the Journey.

Under cloudy skies, 39 riders drawn from four states left Exchange place, Providence, R. I., in squads of four at minute intervals after 7 o'clock Sunday morning, 9th inst., bent on capturing perfect scores and the medals that went with them, in the Providence Motorcycle Club's annual triangle run of 138 miles. Despite a drenching rain

chine while crossing the trolley tracks near Linwood outside of Worcester. Her husband also received slight hurts and the machine was somewhat damaged. At the spot where the accident occurred the space between the tracks was below the road surface and as the front wheels dropped into it the lowest part of the frame straddled

a collision, but managed to change his course somewhat and his machine was struck sideways. A springhorn of the car struck his oil tank squarely and knocked it to bits, also bending the seat mast tube, while the other wheel damaged the fork badly. Capwell was fortunate, for had the steel prong struck a few inches further for-



LINE-UP AT THE FINISH OF "TRIANGLE" RUN—DESPITE THE RAIN THE MACHINES KEPT CLEAN

which pelted the riders for over an hour after leaving Boston, all but four of the two-score contestants finished with Sapolio records. Of the four unfortunates, two were eliminated by road accidents. The course from which the contest takes its name was from Providence to Boston to Worcester to Providence, which topographically forms a triangle.

No better course could have been chosen, for the route is through a section famous for its roads, which wind ribbonlike through the beautiful plateaus. Of hills there are few and none of consequence, and one can speed to the limit of his machine's ability, provided he keeps a weather eye out for knights of the star.

Ranking as the classic of the year in New England motoring circles, the contest was further notable for the presence of three members of the fair sex. Mrs. Walker and Mrs. Manchester rode tandem with their husbands, while Mrs. Lewis occupied the front seat of a tri-car. The first two were among the perfect scorers, but Mrs. Lewis was injured by the overturning of her ma-

chine while crossing the trolley tracks near Linwood outside of Worcester. Her husband also received slight hurts and the machine was somewhat damaged. At the spot where the accident occurred the space between the tracks was below the road surface and as the front wheels dropped into it the lowest part of the frame straddled



LABONTE, HILL, AND SWENSON

Near Wayland, Mass., W. H. Capwell, of Natick, suddenly was confronted by an automobile which came around a blind turn in the road at a dangerous crossing overhung with trees. He was unable to avoid

ward it would have meant a wrecked engine. One wheel of the automobile was broken. Both parties agreed that neither was at fault.

Albert Goertz, of New York, was unfamiliar with the roads and got lost several times, which delayed him considerably, and he gave up at Worcester. H. S. Clark, of Worcester, when last seen after leaving there, was going well, but failed to check in at Providence.

Controls were established at Providence for the start and finish, and at Worcester and Boston, and the riders were checked at Wrentham, Marlboro and Woonsocket. In connection with the checking the club introduced a feature which, so far as known, never has been used before and which should be adopted for other endurance runs. That is, of verifying the engine numbers at each checking station and control to prevent any change of machines. Experience in past triangle runs proved the need of such a precaution.

Another feature of the contest was that there were no secret controls and riders



could make any speed they desired and come into the controls as far ahead of time as they chose without penalization. However, none were allowed to leave a checking station or control until their time had expired. There were four pacemakers, indicated by red armbands, and no one was allowed to pass these, but there was no need of such prohibition, for they set a right merry gait and few ever got near them.

Naturally there were some exciting brushes in the open country, but no one was "pinched." The chief of police of Marlboro had designs in this direction, however, when he discerned the advance guard ambling into town at what he insisted was a 75 miles clip. He signalled them to stop, but somehow they misunderstood and went on, so he went up to the control to argue the matter out. Swenson who was one of the leaders, adroitly explained that they did not know he wanted them to stop and that he should have held up both hands. Eventually the Providence whirlwind bluffed the chief into thinking it was all a mistake and made him forget his probable intention of putting a few of them in the jug.

Swenson was much in evidence throughout the run, and seemed to be always on the spot when he could be of help. He assisted in checking the riders out at Wrentham and later on stayed on the outskirts of suspicious towns and warned the riders to close their mufflers and slow down to a reasonable pace. Once outside the cities, however, it was akin to a pocket edition of the Vanderbilt Cup race.

At Worcester, Horace Clark, the Indian agent, provided the riders with lunch and Indian oil, with the compliments of the Hendee Mfg. Co. Wherever the men stopped in cities large crowds gathered around the controls. Based on a schedule of from 15 to 16 miles an hour, the total

time allowed for the run was nine hours, or three hours for each leg, including time for lunch.

The checkers at the several controls were as follows: L. P. Whitcher, C. J. Swenson, G. B. Gibson, Providence; C. T. Gates, B. A. Swenson, Wrentham; A. C. Kennedy, T. Graves, Boston; A. F. Barnard, Marlboro; George Clark, John McDowell, James Coes, Worcester; C. T. Gates, Woonsocket.

Private owners turned out strong, mus-

tering 30 men, while the trade riders numbered 9. In mechanical matters, also, whenever any particular style or feature of construction predominated it did so in decisive fashion. There were 25 twins and 14 singles, of which 32 used chain drive and 7 belt. The tire honors went to G & J, which equipped 32 machines. In ignition the magneto was used on 36 machines and batteries on three.

Those who earned perfect scores and the machines they rode were the following:

Rider.	Machine	H.P.	Score
C. H. Westcott, Providence.....	Indian .....	5	1000
E. E. Wagner, Worcester, Mass.....	Indian .....	2¾	1000
E. L. Buffington, Providence.....	Indian .....	5	1000
W. H. Carnshaw, Central Falls, R. I.....	Merkel .....	6	1000
F. Labonte, Centredale, R. I.....	Indian .....	5	1000
I. C. Coombs, Worcester, Mass.....	Merkel .....	7	1000
G. R. Hill, Providence.....	Indian .....	5	1000
C. S. Williams, Providence.....	Indian .....	4	1000
B. A. Swenson, Providence.....	Indian .....	4	1000
C. P. Walker, Providence.....	Indian .....	5	1000
W. D. Burt, Providence.....	Indian .....	4	1000
D. R. Peck, Seekonk, Mass.....	Indian .....	4	1000
A. R. Magee, Auburn, R. I.....	Indian .....	2¾	1000
S. Higgings, East Providence.....	Indian .....	3½	1000
E. Transiconi, Providence.....	Indian .....	2¾	1000
A. E. Manchester, Providence.....	Merkel .....	6	1000
John Kay, Providence.....	Indian .....	2¾	1000
J. B. McLaughlin, Providence.....	Merkel .....	7	1000
H. J. Spaulding, Providence.....	Indian .....	4	1000
W. F. Mann, Boston.....	Merkel .....	6	1000
A. K. Braman, Newport, R. I.....	Indian .....	5	1000
Hall Sargent, Boston.....	Indian .....	5	1000
Harry Gay, Plainville, Mass.....	Indian .....	5	1000
O. Beauvais, Taunton, Mass.....	Indian .....	5	1000
F. L. Redding, Wrentham, Mass.....	Indian .....	5	1000
F. O. Eldridge, New Bedford, Mass.....	Indian .....	5	1000
G. P. Williams, New Bedford, Mass.....	Indian .....	7	1000
A. V. Howe, Providence.....	Indian .....	7	1000
C. A. Anderson, Providence.....	Indian .....	4	1000
J. C. Loftes, Providence.....	Harley-Davidson .....	4	1000
A. P. Howe, Lexington, Mass.....	Indian .....	5	1000
F. W. Wyman, Boston.....	Indian .....	5	1000
G. S. Maslen, Hartford, Conn.....	Indian .....	4	1000
E. J. Gauthier, Worcester, Mass.....	Indian .....	5	1000
P. W. Richardson, Boston.....	Indian .....	5	1000

The following did not finish for the reasons set forth:—F. B. Lewis, City Mills, Mass., 7 Indian tri-car, wrecked at trolley crossing near Linwood, Mass.; W. H. Capwell, Natick, R. I., 5 Indian, collided with automobile at Wayland, Mass.; H. S. Clark, Worcester, Mass., 5 Indian, did not check in at finish at Providence; Albert Goertz, New York City, 2¾ Indian, lost on strange roads and gave up at Worcester.

#### Motorcycle Club for Cincinnati.

What promises to be a very prosperous organization was formed at Cincinnati, O., on September 23, and is known as the Motorcycle Club of Cincinnati. The club was started with 24 members, but the outlook is such that the 100 mark may be passed in a few weeks. The officers elected are A. G. Sanders, president; Charles Laile, Jr., vice-president; Fred Sanders, secretary and treasurer; Joe Walsh, captain, and Carl Tettenborn, lieutenant. The club plans to hold runs each Sunday as well as several track meets next season.

#### Syracuse Quintet Tours to Cup Race.

With a definite and attractive objective, motorcycle touring is doubly interesting and pleasureable, as five motorcycle riders of Syracuse, N. Y., can testify, after making 600 miles on a round trip to New York City and return, to see the Vanderbilt Cup race on Long Island, which was held on

Saturday, October 1. The quintet left Syracuse at noon on the previous Thursday, and were back in Syracuse again on Sun-



day night. On the return journey they were "snapped" by the wayside, as shown in the illustration. At the big race they found that they were units in a small army of motorcyclists who came to the course on machines. Motorcyclists also played a part in the active conduct of the contest, a big corps of them serving as couriers for carrying information and instructions from one point to another while the race was in progress.

#### North Jerseyites in Session.

At a recent meeting of the North Jersey Motorcycle Club new by-laws were adopted and the charter membership list was closed. D. B. Sawyer, of Paterson, was elected to the vice-presidency. At the next meeting of the club on October 13, the remaining officers will be chosen. Several runs are planned. Application blanks may be obtained of the secretary-treasurer, Harvey Snyder, of 147 Ellison street, Paterson.

#### Richmond Riders Plan a Club.

So numerous have become the motorcyclists in Richmond, Va., that a project is under way looking toward the formation of a motorcycle club. It is believed by the originators of the idea that the response will be spontaneous and that no trouble will be met in organizing a strong and prosperous club that can hold its own against other Southern organizations.



## NO END IN SIGHT FOR WESTERN RUN

Fifteen Riders with Perfect Scores Continue the Elimination Battle Indefinitely—Three Trade Teams and Five Private Owners Remain—All But Nine Reach Indianapolis.

Chicago, October 14:—That motorcycles of American make have been improved during the past year or two has been convincingly demonstrated by the F. A. M. Western District endurance run from Chicago to Indianapolis and return, followed by three round trips from Chicago to South Bend and back, with 14 machines still running for the prizes offered, nine of these riders constitute three teams competing for the Chicago Examiner trophy put up for trade riders, and the other five riders are private owners trying to eliminate until a winner is produced for the Chicago American cup.

These 14 riders have traveled 1,363 miles in seven days of riding with but a single day's rest, and the contest has developed into an endurance run for riders rather than a test of machines. In fact, fully as many more machines might still be running with perfect scores if their riders had shown equal stamina, but there is a shorter limit on human endurance now than on the present day motorcycles. Still another dozen riders have been withdrawn because team mates could not stand the strain of continuous riding.

The three teams still competing for the trade riders' trophy are De Salvo, Richardson and Thompson; the Thor includes Nicholson, Crocker and Squier, and the Yale embraces Ingram, Baird and Oberwagner. All of these riders are old timers at the contest game and are likely to ride another week before a winner is declared.

The four private owners still riding are Leander and Juergens on Thors, Underrill on a Harley-Davidson, and Turner on a Merkel. The Indian team, present holders of the trade trophy, and permanent owners if they had won this year, was the last to be withdrawn from the contest, owing to one of the riders forgetting the rules long enough last night to ride his machine into the Indian garage rather than the Winton garage next door, the latter being the official checking station. Up to the last the Indian team, including Whitney, Crandall and Hinckley had their machines in perfect running order as far as the committee could observe. They had fought a good fight, and only a technicality caused their disbarment. With the withdrawal of the Indian team, the private Indian riders likewise withdrew, being satisfied with the performance of over 1,100 miles. One of the features of the long contest has been the small number of machines that have drop-

ped out of the contest since the declaration of numerous perfect scores at the conclusion of the original two day contest.

Seventy-one riders started for Indianapolis, and 62 arrived in the Indiana capital after two days of hard riding from Chicago to Fort Wayne, and from that point to Indianapolis. After a Sunday rest 20 riders started back over the route the M. M. team, consisting of Green, Lyon and Bowser, refraining from further competition, being satisfied with accomplishing a perfect score over the prescribed route.

Wilson on an Excelsior ran over a dog on the first day of the return journey, leaving 19 riders who arrived in Chicago at the end of the fourth day's run of the entire contest. On Wednesday, the fifth day, the same number rode to South Bend and return, a distance of 209 miles, over excellent roads, and the same number checked in at night.

On the sixth day the Indian team met its misfortune, ending with the reduction of the number of riders to 14. Today (Friday), the seventh day, resulted in but one change, Gillespie on an Excelsior not checking in on time.

The performance of the Excelsior, Thor and Yale trade riders teams will be watched closely by the motorcycle enthusiasts all over the country, and particularly throughout the Central West, as all three machines are made in this part of the country.

F. B. Hart, of the Excelsior, is reticent about his team's chances, just as he was at Indianapolis a week ago. "Wait until the end of the contest," he said at the Indianapolis Motorcycle Club, and he still asks his friends to keep on waiting. In fact, there seems little else to do, for the roads are in fine condition and the machines are running as smoothly as at the beginning of the contest. Coffman, of the Yale, is equally optimistic over the chance of the Toledo-made machines, but has about as little to offer in the way of predictions as his Chicago competitor. Manager Roberts, of the Thor, keeps on smiling, but declares his belief in his machines and his riders. He likewise points with pride to the fact that two of the four private owners are riding Thors. However, in this class there is likely to be strenuous competition from the veteran Turner on the Merkel, and from Underhill, riding a Harley-Davidson.

That the stamina of the riders is to be the big factor in the contest now is conceded, and in this there is little to choose in

the three trade teams. De Salvo of the Excelsior team is of the phlegmatic type, hard to wear out, but he is matched in this by Oberwagner, of the Yale, and Crocker, of the Thor. Richardson, of the Excelsior, is of the nervous temperament which rises to any emergency, and his perpetual good nature will help much in keeping him up to the work. Nicholson, of the Thor, is of somewhat similar make-up, but more experienced. Pairing the riders off there is little to choose, and the contest may yet be decided by the service limits of the machines, provided the Humane Society does not arrest the riders before the elimination process is naturally concluded.

Officials of the contest are considering the advisability of permitting the riders to rest over Sunday, and in this they will win the esteem of the public as well as the riders, if the machines are carefully guarded until Monday morning, while the contestants enter a Marathon sleeping contest for 24 to 36 hours.

Meanwhile the F. A. M. Western Central District run of 1910 establishes a mark as the most fiercely contested and prolonged battle ever fought out on two wheels in this country.

The welcome accorded the riders at Indianapolis by President Willis and associates in the Indianapolis Motorcycle Club was a pleasant break in the long run. Indianapolis hospitality is proverbial and the boys were pleasingly entertained during their Sunday visit. The club kept open house, and especial attention was paid to the comfort of the one feminine rider, Miss Clara Wagner, of Minneapolis, whose presence during the early days of the contest added zest to the hard run. Chicago is preparing a rousing welcome for the winning team and for the winner of the private owner's cup, but everybody hopes the end will come soon. Surely everybody has had time to show the staying qualities of his machine.

### Cycling from Jackson to Denver.

Riding from Jackson, Mich., to Denver, Co., in 21 days, is the task P. L. Fison, of Jackson, has undertaken. Fison left Jackson on the morning of September 20, and passed through Chicago four days later, three hours ahead of his schedule. He is making the trip on a wager and left Jackson with two dollars expense money, depending on the sale of post cards for any expenses above that amount.





## When the Roadway Signs Get on His Nerves

### Lubrication and Engine Friction.

Every motorcycle engine absorbs a considerable amount of its own power in overcoming friction within itself, and it remains for proper lubrication to reduce this loss to the minimum. The percentage of power lost in the engine itself is estimated at from 15 to 20 per cent., depending upon the character and the efficiency of the oiling system. In lubricating oils there is a wide choice, from those of low viscosity, which are almost as fluid as water, to the heavy grades. The middle road is usually the safest, and the recommendations of the manufacturer are usually good, in avoiding either an extremely heavy or an unduly light oil. With a free running engine that has no tendencies ever to overheat, it is possible to use a very light oil, but the majority of motorcyclists are safe in using a grade that is quite removed from the extreme of lightness. Considerable help is given an engine by flushing it out, from

time to time, with kerosene. A good quantity of kerosene may be put into the cylinder at night and allowed to drain out of the crank case in the morning. Because of the thorough cleaning action of the kerosene and the fact that it "cuts" the lubricant, a particularly generous application of lubricating oil is necessary immediately after the kerosene has been removed.

### Confetti as a Sign of "Traps."

Because of the well known activity of the English police in arresting cyclists and motorists for the most trivial violations of the speed laws, a Cornwall cyclist has suggested that confetti be scattered in sections where the authorities are over-zealous, to warn riders to be careful. Inasmuch as confetti is quite generally used to speed "newlyweds" on their honeymoon, it looks as if the use of it to indicate traps of any sort would be a rather unkind hit at the fair sex.

### Britishers Buy Bicycles Piecemeal.

Increases in the importation of parts more than offset the decreases in the importation of complete bicycles into the United Kingdom during the last five years. The figures show that while in 1905 bicycles to the value of \$68,085 and parts valued at \$584,355 were imported, the corresponding figures for 1909 were \$18,750 and \$864,690, respectively. On the other hand the exports of both cycles and parts materially increased, bicycles valued at \$1,537,960 being exported in 1905 and \$2,312,875 in 1909; the parts valued at \$5,876,455 exported in 1909 being nearly double the 1905 value.

### Seeking a Guilty Motorcyclist.

The Trenton (N. J.) police are looking for a motorcyclist, who while riding on the wrong side of the road knocked down and ran over the five year old son of Frank Lister, breaking the child's leg.



# REVEALS F. A. M. PROGRESS AND PLANS

## Fall Meeting of the Eastern District at Providence is Fruitful in Stimulating Enthusiasm—Vice-President Wilber Gives Valuable Suggestions—Encouraging Reports of State Commissioners—New Treasurer Elected.

With a record attendance of 65 members, the fall meeting of the Eastern District, F. A. M., was held in Verdandi Hall, Providence, R. I., Saturday evening, 8th inst. It easily was the largest and best meeting the district ever has held, and brought out a wealth of discussion and suggestions which gave the members a better insight into the workings of the organization and the enormous amount of excellent work which the officers are doing to build it up.

C. C. Wilber, the district vice-president, called the meeting to order at 8:36 p. m., members being present from New Hampshire, Massachusetts, Rhode Island, Connecticut and New York. Secretary Morse read the minutes of the summer meeting at Hartford in June, which were approved. Following the reading of the minutes, Vice-President Wilber appointed an auditing committee of three, consisting of Albert Goertz, New York; L. P. Whitcher, Providence, and C. J. Swenson, Newport, to audit the report of Treasurer F. W. Horenburger, which showed a balance on hand of \$631.44. The committee reported the treasurer's figures correct and its findings were accepted.

Several of the state commissioners were unable to be present and their reports were read by the secretary. They showed, with one exception, an encouraging state of affairs in their districts. Commissioner A. G. Schmidt of Pennsylvania reported that he had appointed E. B. Connell, 554 Neville street, Pittsburg, as state secretary, to succeed Lyle Geiger, who was obliged to resign. Schmidt's report indicated that he was giving much attention to the selection and appointment of suitable men as local commissioners. He also suggested the appointment of local commissioners with ward assistants, to cover more thoroughly the large cities. This plan now is in operation in Philadelphia.

In his report for Maine, Commissioner E. M. Estabrook, of Bangor, regretted the lukewarm attitude of riders in the Pine Tree state towards the Federation. In an effort to boost the membership he recently had circularized his state but with unsatisfactory results. As chairman of the national membership committee he gave the meeting much interesting data regarding that department.

Commissioner W. F. Mann, of Boston, was present and rendered a verbal report for Massachusetts. He stated that he intended soon to take a trip through the state in the interests of his business and that he would devote part of the time to securing a knowledge of local conditions in the places he visited and in getting in touch

with desirable men for local commissioners. He brought up the subject of the payment of a balance of \$150 due a Boston attorney for services rendered to the district in securing the exemption of motorcyclists from the carrying of painted numbers on the mudguards and other obnoxious restrictions of the Massachusetts automobile law. Vice-President Wilber stated that no bill ever had been presented and it was voted to pay the bill on presentation of the same.

In his report for Connecticut, Commissioner George W. Baker, of Hartford, stated that three affiliated clubs recently had been formed in the Nutmeg state and a fourth was in process of organization. He hoped soon to have a full complement of local commissioners appointed throughout the state. Referring to the newly formed state association of F. A. M. clubs, he believed that it would be a potent factor in augmenting the membership and thought that other states in the district profitably could follow Connecticut's lead in the formation of state associations.

In behalf of the route maps committee, appointed at the Hartford meeting, F. W. Horenburger reported progress. He stated that the committee already had collected much data on routes and that as soon as some additional information was secured the maps would be issued. The report was accepted.

No report evoked greater interest than that of Commissioner B. A. Swenson, of Providence, R. I., who said that the membership in Rhode Island had doubled in the past year. He said that it now was a pleasure to forward applications for membership to Secretary Gibson, for almost invariably each new member came around the next day wearing his badge and possessed of all his credentials of membership. He pointed to the benefits which the F. A. M. derived from the Triangle run, stating that it had brought in at least 15 new members to the F. A. M. These riders were anxious to participate in the run, and in order to do so they had to become members. He believed that more contests of the sort should be held, as they were instrumental in building up the membership.

At the conclusion of the reading of the commissioner's reports, Vice-President Wilber requested ex-Vice-President E. L. Buffington, of Providence, to take the chair, in order that he (Wilber) might participate in the discussions which would come up in connection with the business yet to be transacted. The election of a vice-chairman, secretary and treasurer then was taken up, the first being a new office created under the

new constitution and its occupant to preside at regular meetings in the absence of the vice-president.

Nominations for vice-chairman then were called for, and the name of W. F. Mann, of Boston, was presented by F. W. Horenburger, of New York. There being no further nominations, the secretary was instructed to cast one ballot for Mann, and he was declared elected. In presenting the name of Secretary Fred S. Morse, of Keene, N. H., for re-election, Vice-President Wilber stated that for the best interests of the district it was desirable that the vice-president and secretary should be able to keep in close touch with each other and referred to Secretary Morse's able administration of his office. Secretary Morse was reelected unanimously, there being no other nominations.

In renominating F. W. Horenburger for treasurer, Vice-President Wilber said that while he understood that Horenburger, who had served the district faithfully and capably since its organization, earnestly desired to be relieved of the responsibilities of his office, he hoped in view of the pleasant and harmonious relations which had existed between them that Horenburger would accept a renomination. Horenburger nominated Charles H. Westcott, of Providence, for treasurer. Nominations then were declared closed, upon which Horenburger arose and reiterated the withdrawal of his name as a candidate. The secretary then was instructed to cast one ballot for Westcott for treasurer, and he was declared elected. A rising vote of thanks then was tendered to Horenburger for his able administration of his office.

On motion of B. A. Swenson, it was voted that the necessary expenses of the vice-president (and in his absence the vice-chairman), secretary and treasurer incurred in attending district meetings be paid out of the district treasury. Dr. C. B. Gibson, national secretary, reviewed the almost innumerable details of mal-administration which confronted him when he assumed the office and stated that, by burning the midnight oil he had been able to straighten out the tangle and clean matters up, and that now everything was running smoothly.

At this point a recess was taken and refreshments and a vaudeville entertainment superseded business matters temporarily. The talent was good and provided some very interesting and clever amusement. Upon reconvening, Vice-President Wilber tendered his report and made several recommendations for the building up of the district membership and more effi-



cient systematization of the work of the officers. He dwelt on the necessity of cultivating the spirit of fraternalism and co-operative effort among the members, and cited by way of illustration the results obtained by the sending out of a circular letter requesting data as to local clubs and dealers. Up to the 7th inst. he had received requests for 973 application blanks, names of 145 dealers and prospects of affiliating 26 clubs, all of which fully justified the expense incurred.

The district membership at present is slightly less than 2,000 and shows a growth of over 300 since Dr. Gibson became secretary, a ratio of increase far exceeding that for the same period last year. By states the increase of membership is divided as follows: New York 92, Pennsylvania 74, New Jersey 39, Rhode Island 32, Connecticut 32, Massachusetts 23, Delaware 6, Maine 1, New Hampshire 1, Vermont 1.

Referring to the general inaccuracy of the membership records, Vice-President Wilber outlined plans for correcting the same and also advocated a loose leaf binder system for the keeping of state commissioners' records, as having many advantages over the card system. He explained the system of securing renewals through notices sent by the national secretary to the local commissioners. At present 461 cities and towns in the district are represented by membership, and 124 commissioners have been appointed. The system of associate commissioners for large cities and the distribution of the work to these assistants by the local commissioner was explained.

As an aid to local commissioners in securing new members, he advocated the printing of pamphlets containing instructions, summary of the form of government, arguments to be used in securing new members, the formation and affiliation of clubs and the promotion of competitions in the locality. He believed that such literature would prove particularly helpful to the commissioners. Emphasizing the importance of the affiliated club movement, he outlined plans for handling it properly and stated that there are 24 affiliated clubs in the district, half of which had come into the fold in the last year. In connection with repair shops, of which there are 77 official ones in the district, much valuable data had been acquired from the circular, and this information had been turned over to the district committee on transportation and facilities.

One of Wilber's suggestions that struck a popular chord was for a district tour that would be a real tour and have the endurance features cut out. It should be of a sort that would attract the private owner, that would touch important cities and that would have attractions at the night stops alluring enough to make it worth while to take them in. In connection with the endorsement of membership applications, he thought that this gave a good line on men who would prove valuable workers, citing

for instance that if a man's name appeared as endorser of half a dozen applications it was pretty safe to assume that he was interested in the organization and would make good timber for cultivation. In conclusion, Wilber said that it should be the aim of the organization to seek respectability and that, as a natural result, the older and wiser element would be attracted to it. The meeting adjourned at 11:45 p. m.

Much credit is due B. A. Swenson and the Providence Motorcycle Club for their efforts in making the meeting a success and in which they "made good." They took upon themselves the securing of the hall, the providing of the entertainment and refreshments, and did all in their power to



make the stay of the visitors a pleasant one.

#### Toledo Club's "Quick Members" Race.

Headed by a two miles bicycle race, a long card of exciting events was given at the Toledo (O.) Motorcycle Club's closed meet at the fair grounds half mile track Sunday, 9th inst. A closed meet, of course, is restricted to club members, and therefore requires no sanction, but to show just how world-wide is the membership of the club it may be mentioned that among the talent present were Walter Goerke, of New York; Harvey Bernard, of Chicago; Don Klark, of Detroit, and Harry Nixon, of Dayton. The club is extremely fortunate in numbering such star riders in its membership, but some of them have been members only a short time before the meet; in fact, a very short time. No, they did not join the day of the meet, but it was pretty close to it. Some unkind persons might intimate that this quartet enlisted beforehand expressly in order that they might compete at a closed meet. Whether or no this be true, such sudden "memberships" are not good for the sport. Furthermore, Bernard used a seven horsepower machine,

which the rules forbid on a half mile track.

With the exception of Nixon, who proved able to hold his own, Bernard "had it on" the others in power, and therefore annexed about what he pleased, which finally totaled four firsts. With their lower powered machines Goerke and Klark had to be content with place and did not win anything. Nixon on a Merkel proved unbeatable in the five miles for trade riders, although Bernard tried hard to close the gap. Taking the lead early, Nixon stayed in front all the way, with Bernard close behind. At the finish there was three lengths between Nixon and Bernard, and Goerke was third.

Bernard suffered another defeat in the five miles free-for-all, when Klark trimmed him by a few lengths in a driving finish, with Goerke again the third man. In the 15 minutes race, the feature of the day, Bernard took first honors after a pretty fight with Klark and Goerke, who were dangerous at all times. While they did not have a look in when pitted against the factory men, the local men did well in the restricted events where they had no formidable outsiders to contend with. Miller, Excelsior, made the best showing for the home riders, capturing two events. Oberwegner, Yale, gathered in the club championship.

#### Butler Badly Beaten by Darragon.

Nat Butler was beaten, and beaten badly, in the Grand Prix de Boulogne, which was competed for at the Velodrome du Parc des Princes, Paris, France, on Sunday, October 2. The best he could do was to finish sixth, eight kilometers behind the leader, Darragon. The latter covered 74.770 kilometers in the one hour motorcycle paced race, while Parent finished second with 73.170 kilometers to his credit.

The race was one of the best ever seen at the velodrome, and for a time it looked as if Darragon at last would be conquered. Seres led off in dashing style, with Parent second, Darragon third, and Lavalade fourth. For ten kilometers this order prevailed, during which time Nat Butler was lapped twice by this speedy quartet. Gradually Darragon drew up to the leaders, passing first Parent and finally Seres, at the 28th kilometer. Butler at this time was three and a quarter laps to the bad, and practically out of the race. Darragon dug up more and more speed, finally lapping Seres in the 35th kilometer, despite all the exertions of the latter. Suddenly Parent seemed to regain some of his famous speeding ability and flew around the track in brilliant fashion, lapping Seres and the field, and regaining one of his laps lost to Darragon. The latter, seriously alarmed, now set a pace which practically precluded any attempts by the others at lapping. Dashing around the saucer at breakneck speed, he reeled off lap after lap, without showing even a semblance of fatigue. Not one of the riders could keep up the pace and the whole field was lapped repeatedly.



## SPENCER WINS SPRINGFIELD RUN

**Gets the Only Perfect Score in Strenuous  
300 Miles Reliability Contest—Two  
Survive the Schedule.**

After the most gruelling struggle which has marked the annual contest for the trophy since it first was offered two years ago, Charles Spencer, the blond 24 hours record holder, mounted on a five horsepower Indian, won the Springfield (Mass.) Motorcycle Club's third 300 miles reliability run for the Kothe cup for the second time on Sunday, 9th inst., being the only one to make a perfect score. Spencer by his second victory has a two-thirds grip on the prize, and another win will give him permanent possession of it. The cup is a challenge trophy offered by William Kothe, of the club, and becomes the property of the club member winning it three times. Spencer won it the first time in 1908, and last year it was won by George N. Holden, the veteran endurance rider.

Spencer's victory was a well deserved one, and he won after a very close fight with E. J. Moody, 4 Indian, who made a brilliant showing and finished only one minute and 35 seconds behind. Moody was the only other man to finish. One of the things for which Springfield riders always have been noted, and in which they have taken considerable pride, was their liking for fast schedules and their ability to maintain them. This contest was no exception and the schedule was fixed at 25 miles an hour, which, as any experienced rider will admit, is "some schedule" even under favorable conditions. To maintain this pace for 300 miles, 70 of which were ridden in the mountains in a howling thunderstorm, and which included the crossing of the Berkshires twice, is a performance deserving of the highest credit.

Consisting of two legs, the first from Springfield to Worcester and return, the second from Springfield to Albany and return, the course embraced good roads all the way. This advantage, however was offset by numerous stiff climbs through the Berkshire Hills, which always command the respect of those who invade the region. In the morning the riders encountered slight showers which did not worry anyone to any extent, but in the afternoon the "casualties" commenced under a severe attack by Jupiter Pluvius. The old commander of the rainbarrel artillery opened fire on the riders near Albany and pelted them with oceans of water accompanied by heavy thunder and sharp lightning, into the city and all the way back to Pittsfield. This vigorous fusillade finished all who previously had not succumbed to the schedule, with the exception of Spencer and Moody, the only survivors in a field of six starters. The threatening weather in the morning

gave several others cold feet and they scratched their entries. Although conducted quietly and without the usual fanfare of trumpets, the third annual Kothe cup reliability run will go down as one of the severest contests of the year.

### Want Canadian Amateurs Governed.

In order to place amateur bicycle racing on a sound basis, the Canadian Wheelmen's Association has requested the Amateur Athletic Union of Canada to appoint a committee to govern bicycle racing under the rules of the Athletic Union. Although as a matter of fact the Union at present controls cycling in all the provinces but Ontario and Quebec, it is understood things have not been moving smoothly among the cycling officials in and around Toronto. This doubtless has something to do with the movement, and as it originated with wheelmen it is likely the Union will consider the matter favorably at the next annual meeting.

### Rain Postpones Newark Races.

While sailing over the Newark (N. J.) Velodrome shortly after 3:00 o'clock Sunday afternoon, 9th inst., Jupiter Pluvius' waterworks airship sprang a leak and gave the track such a wetting down that the races had to be postponed until tomorrow, Sunday, 16th inst. Nature seemed to have been playing pranks with the management, for shortly after the races were called off, the sun came out and absorbed the rain.

### New Tandem Record for Ireland.

Tandem riding is still held in public esteem in Great Britain and Ireland, and two of its devotees, S. Jennings and F. Guy, of the Irish Road Club, have just hung up new figures for the 100 miles and for 12 hours riding. The new Irish record for the 100 miles is 5 hours 7 minutes 35 seconds, and the 12 hours record is 208 miles.

### Switzerland Has Bicycle Appetite.

Over 20,000 bicycles per year are "consumed" in Switzerland, and the German manufacturers are finding it a good market for their machines. In fact, Germany now supplies about seven-tenths of the demand, the remaining three-tenths being divided among America, England and France.

### Steinert the Winner at Jamaica.

Jerome Steinert, of Hicksville, L. I., won the five miles bicycle race which was part of the card at the annual fall games of the Jamaica A. A. of Brooklyn, N. Y., at Jamaica Oval, Wednesday, 12th inst. Time, 16:14.

### Faber First in Paris-Tours Race.

Francois Faber captured first prize in the big road race from Paris to Tours, France, on Sunday, September 25. There were 51 entrants, 29 of whom finished the 249 kilometers within the time limit of 11 hours. The winner covered the distance in 7:43:28,

## COAST RECORDS IN THE BALANCE

**Los Angeles Situation Confused Until Officials Straighten Out Sanction Tangle—  
Further Trials may be Necessary.**

Intense rivalry and not a little hard feeling between the adherents of the Indian and the Merkel in Los Angeles has resulted from the doings of Derosier, Whittler and others on the motordrome on Sunday, 2d inst. As to the authenticity of any of the records and the probability of their being accepted nothing definite can be said until Chairman Thornley of the competition committee has received official particulars from his coast representatives. There are rumors that some machines were measured and found oversize one day, and when measured by others on another day they were found undersize. It also appears that there was an indiscriminate attack on the records at various distances by several who had no sanctions.

Derosier's 100 miles on Sunday in 1:20:53, which is considerably under the record but which the first dispatches denied he made, may possibly stand if all the circumstances connected with it are found to be in accordance with the rules. His mile in 0:42 $\frac{2}{3}$  as against his old record of 0:43 $\frac{1}{3}$  also may be allowed. According to Chairman Thornley, Derosier was granted a sanction for Saturday, 1st inst., with the express provision that C. R. Kittle would act as referee. For some reason Kittle did not officiate, but Derosier went ahead with his trial. He withdrew at ten miles on account of unfavorable conditions. Following Whittler's performance on Sunday, Derosier and Seymour, on Indians, went after the 100 miles record under the sanction granted for the day previous, which, according to Chairman Thornley, was all right, in view of the circumstances. Seymour did the century in about four minutes more than Derosier. Kittle acted as starter for Whittler's trial and H. D. Johnson was referee, but the officials for Derosier's trial are not known at present.

### Spokane Swells the "Pro" Ranks.

There is a new crop of professionals in Spokane, Wash., as a result of the two motorcycle races held in connection with the automobile meet at the Interstate Fair Grounds, Saturday, 8th inst. Ninety dollars in cash and some merchandise were hung up as prizes. The cash was collected by H. A. McKellar, Indian, who won both events with ease. In the five miles event McKellar took the lead and never was headed, winning by over half a mile from Frese. The latter fell in the second lap but was unhurt, and remounted and finished second. McKellar repeated in the ten miles with a winning margin of 1 $\frac{1}{4}$  laps, Frese again being second.



# RACE MEET RESULTS IN SUMMARY FORM

## Los Angeles, Cal., October 2d.

Half mile Overland Club handicap—Won by F. Goodwin; second, E. Rusher; third, F. Hulst. Time, 1:03½.

Half mile open, professional—Won by Gordon Walker; second Rodney Brodbeck; third, Brownie Carslake. Time, 1:11.

Australian novelty—Won by Gordon Walker; second, T. McCoy.

One mile handicap, amateur—Won by J. Huey; second, F. Goodwin; third, F. Pearne. Time, 2:11¾.

Three miles motor paced match, Ernest Pye vs. Ray Duer, best two in three heats—First heat won by Pye; time, 5:13. Second heat won by Duer; time, 5:09. Third heat and match won by Pye; time, 5:17.

Three miles motorcycle match, Al Ward vs. M. J. Graves—Won by Ward. Time, 3:27.

Two miles handicap, professional—Won by Rodney Brodbeck; second, J. A. Berryessa; third, Gordon Walker. Time, 4:15¾.

## Kansas City, Mo., October 4-7.

Five miles, 30½ cubic inches—Won by Walter Lindel, Merkel; second, Nickerson, Indian. Time, 6:18¾.

Special handicap—Won by Norton, Merkel; second, Field, Indian; third, Hanson, Indian; fourth, Cooper, Excelsior. Time, 11:15.

Fifteen miles pursuit—Won by Walter Lindel, Merkel; second, Ralph Cooper, Excelsior. Time, 18:30½.

Five miles challenge, stock machines—Won by Walter Lindel, Merkel; second, Nickerson, Indian; third, Field, Indian. Time, 5:12¾.

Twenty-five miles, 30½ cubic inches—Won by Walter Lindel, Merkel. Time, 30:00½.

Five miles private owners, 30½ cubic inches—Won by Hall, Merkel; second, Ames, Excelsior; third, Corder, Excelsior. Time, 6:30.

Ten miles handicap—Won by Cooper, Merkel; second, Lindel, Merkel.

Ten miles open—Won by Kenneth Norton, Merkel; second, Walter Lindel. Time, 10:02¼.

One mile time trial against track record of 59 seconds held by Stanley Kellogg, Indian—Kenneth Norton, Merkel. Time, 0:58¾.

## Brooklyn, N. Y., Armory, October 8th.

One mile novice—Won by C. A. Mohrman; second, G. Gutopp; third, H. Lightfind. Time, 2:40½.

One mile handicap, amateur—Won by Walter Vanden Dries (scratch); second,

Walter Raleigh (scratch); third, T. Murphy (20). Time, 2:22¾.

Team pursuit race, professional—Won by Root and Fogler; second, Bedell brothers. Distance, 3 miles ¾ laps. Time, 9:14¾.

One mile match, professional—Won by Walter Bardgett; second, Pedlar Palmer; third, Patrick Hehir. Time, 2:41¾.

Unlimited pursuit, professional—Won by Patrick Hehir; second, Pedlar Palmer; third, Walter Bardgett. Distance, 3 miles 2½ laps. Time, 8:18¾.

## Olympic Park, N. J., October 8th.

Mile time trial against track record of 1:12¾ held by Howard O'Brien, Indian—Percy Drummond, Indian. Time, 1:12. (Record.)

Three miles free-for-all—Won by Peter Boshen, Indian; second, William Pierson, Indian.

Five miles handicap—Won by Percy Drummond, Indian; second, J. F. Seymour; third, Peter Boshen, Indian.

One mile for tandems—Won by Riechey and James; second, Stevens and McDougall.

## Guttenberg, N. J., October 9th.

Four miles novice—Won by Wright, Indian.

Five miles, trade riders—Won by Fred Mercier, Indian; second, Wright, Indian; third, J. U. Constant, Indian. Time, 5:42.

Five miles match, professional, Frank Seery vs. L. H. Guterman, Indians—Dead heat. Time, 5:13.

Five miles novelty—Won by Ferd Mercier, Indian; second, J. U. Constant, Indian; third, Frank Hart, R-S. Time, 6:26.

Five miles three cornered match, professional, A. G. Chapple, Merkel; Frank Seery, Indian, L. H. Guterman, Indian—Won by Guterman; second, Seery. Time, 5:16.

Five miles match, Ferd Mercier, Indian, vs. Frank Hart, R-S—Won by Hart. Time, 5:40.

Ten miles handicap—Won by Frank Hart, Merkel (scratch); second, Wright, Indian (10 seconds); third, Constant, Indian (50 seconds). Time, 11:09.

## Clifton, N. J., October 9th.

Australian pursuit, amateur—Won by Rend Hofkin; second, Robert Wernau; third, B. Denkle; fourth, H. Brooks. Distance, 5½ miles. Time, 4:43.

Sprint match, Fred Jones vs. Clarence Carmen, half mile heats, best two in three—First heat won by Jones; time, 1:21¾. Second heat and match won by Jones; time, 1:20¾.

Two miles motorcycle, professional—

Won by James Hunter; second, Carl Ruden; third, Charles Turville; fourth, John King. Time, 2:16¾.

Two miles motorcycle handicap, professional—Won by James Hunter (scratch); second, John King (one lap). Time, 2:15.

Five miles motor paced match, Elmer Collins vs. Joseph Fogler, best two in three heats—First heat won by Collins; time, 8:13. Second heat and match won by Collins; time, 8:17.

## Toledo, O., October 9th.

Two miles city bicycle championship—Won by Rogers; second, Waggoner; third, Merrill. Time, 5:32¾.

Three miles private owners, 30½ cubic inches—Won by Miller, Excelsior; second, Dimke, Yale; third, Ehlinger, Yale. Time, 4:14¾.

Five miles free-for-all 30½ cubic inches—Won by Harvey Bernard, Indian; second, Oberwegner, Yale; third, Clark, Indian. Time, 5:44¾.

Two miles, Toledo riders, stock machines, 30½ cubic inches—Won by Miller, Excelsior; second, Dimke, Yale; third, Hamilton, Indian. Time, 2:51¾.

Two miles tandem—Won by Harvey Bernard, Indian; second, Oberwegner, Yale. Time, 2:48¾.

Five miles, factory riders, 30½ cubic inches—Won by Harry Nixon, Merkel; second, Harvey Bernard, Indian; third, Walter Goerke, Indian. Time, 5:58¾.

Two hundred yards slow race—Won by Dimke, Yale; second, Quetske, Yale; third, Mercer, Yale. Time, 1:23.

Two miles club championship, Toledo riders only, 30½ cubic inches—Won by Oberwegner, Yale; second, Miller, Excelsior; third, Garn, Yale. Time, 2:42¾.

Five miles free-for-all, 61 cubic inches—Won by Clark, Indian; second, Harvey Bernard, Indian; third, Walter Goerke, Indian. Time, 5:38¾.

Fifteen minutes race, open—Won by Harvey Bernard, Indian; second, Clark, Indian; third, Walter Goerke, Indian. Distance, 13½ miles.

## Denver, Col., October 9th.

Five miles singles, professional—Won by Armstrong; second, Boyd; third, Wolters. Time, 5:11.

Five miles, amateur—Won by Cassady; second, Jackson. Time, 3:45.

Three miles tandem, professional—Won by Boyd; second, Armstrong. Time, 4:25.

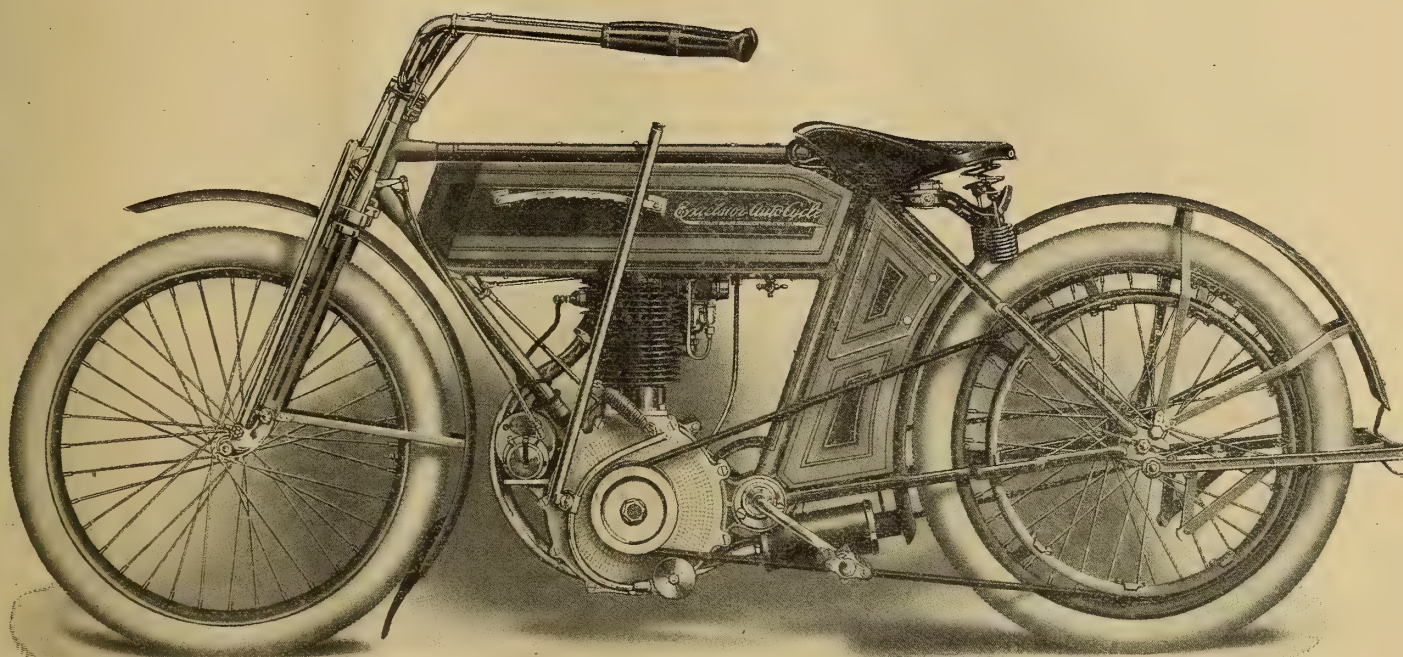
Unlimited pursuit, professional—Won by Boyd; second, Armstrong. Distance, 11 miles, 1 lap. Time, 11:37.

Five miles free-for-all—Won by Fleckenstein; second, Armstrong; third, Boyd. Time, 4:47.



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# FROM THE FOUR WINDS

Taking a hint from motorcycle engines as to heat radiation, a manufacturer of smokers' articles has produced a pipe of aluminum which resembles an engine cylinder in miniature. The bowl of the pipe is surrounded by a series of nine or ten rings of radiating flanges and it is expected that due to the extra radiating surface, the pipe will smoke "cool."

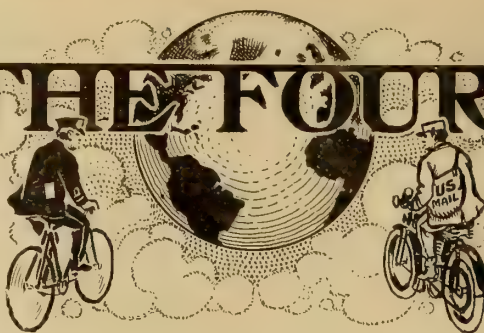
It has remained for a progressive Buffalo, N. Y., theater manager to make use of the motorcycle in serving the patrons of his house. The Teck theater has begun a system of motorcycle delivery of tickets ordered by telephone, the first delivery leaving the theater every morning at 9:30 o'clock, and subsequent deliveries hourly until 6:30 p. m. Five motorcycles are employed.

Motorcycles are money makers for Kansas City, Mo., according to that city's chief of police, W. F. Griffin. To prove it he offers the figures submitted by Sergeant C. W. McQuaid, who is in charge of the motorcycle squad. During the month of August, the sergeant reports, his squad made 246 arrests for violation of the city automobile ordinance, the fines paid aggregating \$1,067.50.

To the many uses of the motorcycle another has been added by a Wisconsin sheriff, who, in order to facilitate the work of his department, decided to buy two motorcycles. Bids were asked for, but the two bidders each asking \$225 a machine, the committee on disbursements has sought permission to buy the machines in the open market, provided the cost does not exceed the price bid.

A new type of sign-board is finding many advocates among English motorists and motorcyclists and their allied publications. It consists of the usual arm and hand with the name of the town and distance mounted respectively above and below in open, cut out letters. As the letters and figures stand out in relief against the sky, the sign can be read almost as well at night as by day.

As a means of aiding in the recovery of stolen bicycles and as an expedient police measure for identifying bicycle offenders



of the traffic regulations, the chief of police of Pontiac, Mich., is recommending the enactment of a city ordinance compelling bicycles to carry number plates or painted numbers, like automobiles and motorcycles. He proposes that numbered tags be issued on the payment of a small fee sufficient to cover the cost of the registration details.

One of the most unusual accidents that can fall to the lot of a bicycle rider occurred in Birmingham, England, last week when a cyclist was the victim of a particularly strong gust of wind. The wind literally lifted his machine out of its course and put it in the way of a hay wagon, by which the cyclist was knocked down. His machine was smashed, and the wagon passed over him. He sustained a fractured thigh.

Hydraulic operation for bicycle brakes is attempted in a new device, recently brought out. The brake has a pair of rubber padded jaws so placed as to engage the rim of the rear wheel. The actuating device is a small brass cylinder with piston, conveniently placed on the frame of the machine, the power being transmitted by a strong rubber lined tube, which is flexible. When the pressure is removed a spring causes the jaws to resume their open position, freeing the wheel.

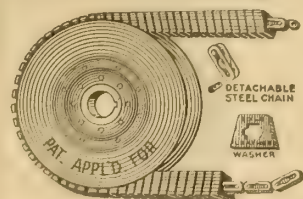
Two young men of Trenton, N. J., Charles McCune and George Rugaber, charged with stealing a bicycle, were saved from conviction by a narrow chance, when the evidence against them was so strong the judge and even their lawyer believed them guilty. McCune had offered to sell the machine to a local dealer for five dollars and, being questioned as to how he came by it, explained that Rugaber had commissioned him to dispose of it. Charles Black, the owner, in giving his testimony stated the bicycle was stolen from in front of the city hall on September 28. It was this statement of the date that saved the men, both of them proving they were out

of town on that day. Rugaber testified he bought the machine from a young man as he was coming home from work, recognizing that the three dollars asked for it was a very low price.

Strange indeed it is when a motorcycle displays sagacity enough to turn in its own fire alarm, but when in addition it shows the spirit of prophecy by ringing the alarm before the fire actually starts, the incident is little short of marvelous. However, Benjamin Wolper, of 1911 Madison avenue, New York City, has the charred wreck of a knowing machine which did this very thing. While riding the machine at 123d street and Madison avenue, he was compelled to steer into a lamp-post in order to avoid running down a little girl. On the post was a fire box, which, due to the blow, rang out three engines, a truck, a fire patrol and a battalion chief. The collision at the same time caused the machine's gasoline tank to burst, making the motorcycle the center of a lively blaze, so that while the run of the fire apparatus was void of large results, its call was not wholly in vain.

Strong men have been overcome and have been seen to fall fainting by the wayside in attempting to comprehend newspaper baseball slang; but, judging from the wail of an Englishman, British athletic language and that used in cycle and motorcycle racing has got the American stuff faded. The British sportsman discovers that to get "fripped" is to lose a race on the post or tape, and that "putting it through" others is merely watching others work or is doing the "donkey work," the latter term being understood in America as setting pace or "giving a long pull." He further goes on to say:

"As for going 'all out,' this I am informed is an athlete coming with a 'wet sail' and working himself into such a state of distraction generally in a race before being 'fripped' after doing all the 'donkey work' and then going 'all out,' that he is eventually 'beaten to the wide,' i. e., the world. After these explanations, I confess that the generality of sportsmen haven't the remotest idea of what they are talking about. And did anybody ever hear of an athlete carrying a wet sail?"



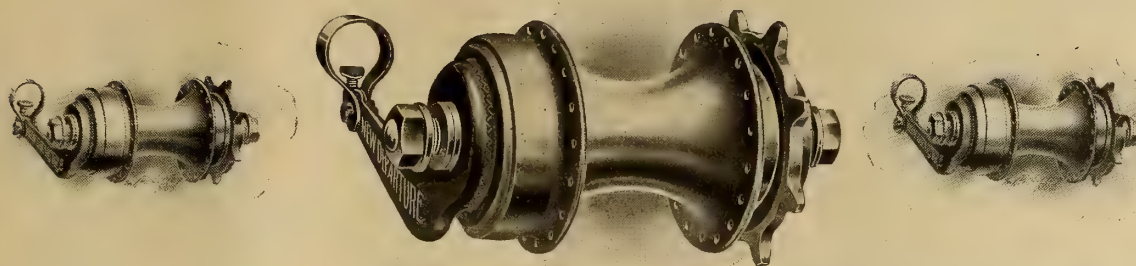
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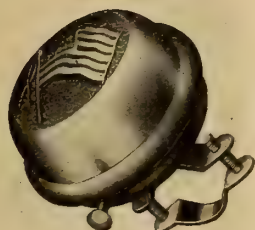
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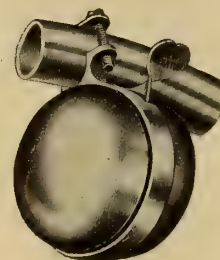
Specify New Departure coaster brakes on new wheels; purchase a few loose bells from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



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BRISTOL, CONN.

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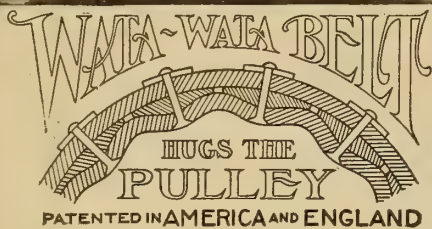
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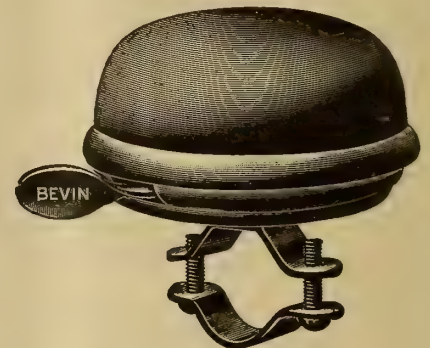
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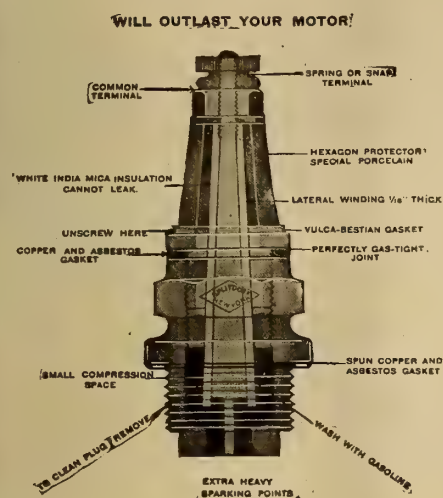
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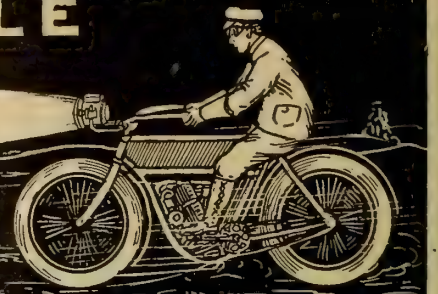
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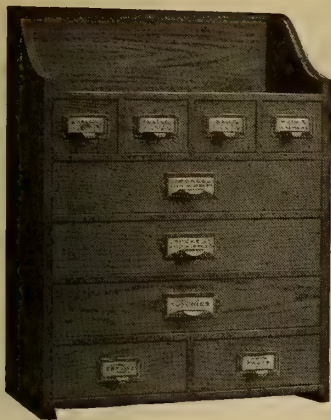
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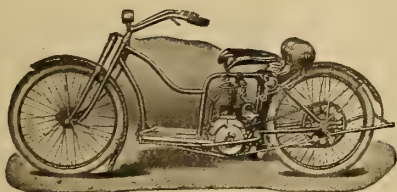
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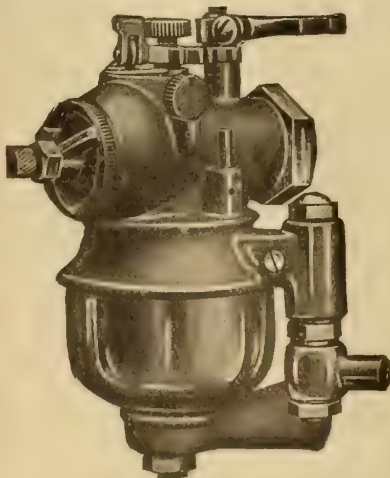
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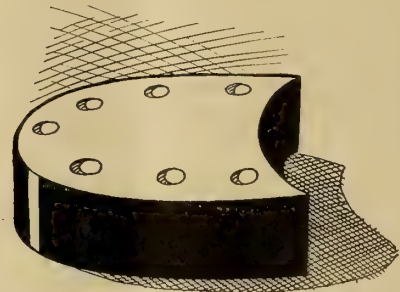


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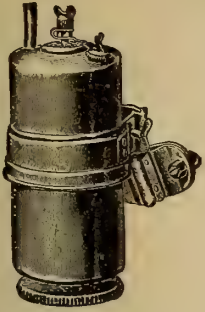
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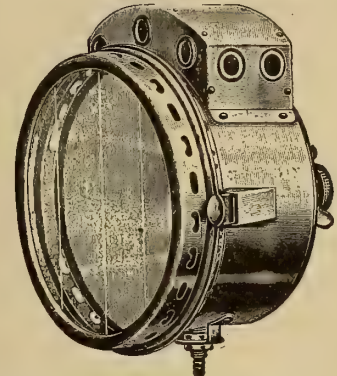
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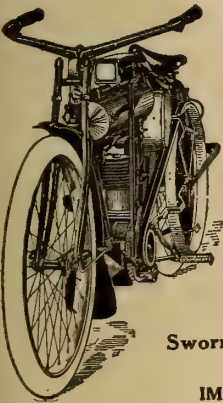


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**BEDFORD MOTORCYCLE CO.**  
BRAZENOR & RUDERMAN,  
1041 Bedford Ave. BROOKLYN, N. Y.  
"THOR" AND EXCELSIOR MOTORCYCLES  
Repairs, Supplies. Telephone, 769-W Bedford.

INDIAN and PIERCE Motorcycles  
Repairs, parts and supplies  
**A. H. PATTERSON,** Brooklyn Agent,  
(Successor to F. A. Baker & Co.)  
1080-8 Bedford Avenue Telephone, 3662 Bedford

**CURTISS MOTORCYCLE CO.,**  
CURTISS AND MARVEL MOTORCYCLES  
Repairs and Supplies.  
1203 Bedford Ave., BROOKLYN, N. Y.  
Telephone 3637 Bedford.

**VICTOR J. LIND,**  
New York agent for Yale and New England Racers.  
Bicycle and Motorcycle Supplies.  
6th Ave. & President St., BROOKLYN, N. Y.

## PEEKSKILL, N. Y.

**GEORGE SORENSON**  
Thor and Merkel Motorcycles  
708 South Street PEEKSKILL, N. Y.

## ST. LOUIS, MO.

**HURCK MOTOR AND CYCLE CO.**  
ST. LOUIS, MO.  
Agents Indian Motorcycles.  
All kinds motors repaired and sold.

## BOSTON, MASS.

Bicycle and Motorcycle Supplies.  
**HUB CYCLE CO.**  
44-42 Portland St. BOSTON, MASS.

## CHICAGO, ILL.

**HENDEE MFG. CO.,**  
CHICAGO BRANCH: 1251 Michigan Avenue,  
PERRIN B. WHITNEY, Manager.  
INDIAN MOTORCYCLES

## HIGH GRADE

wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

MORSE TWIN CHAIN  
ROLLER

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE  
PRICE TO

**MORSE CHAIN CO., Ithaca, N. Y.**

STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.  
**STEVENS & CO., 375 Broadway, New York**

1911 Proposition on Bicycles and  
Bicycle Tires Now Ready

Write for Prices

**SIDNEY B. ROBY CO.**  
Rochester, N. Y.

## LIVE WIRES

We Buy Right and We Sell Right.  
FOUR STORES.

Get our catalogue of bicycles and bicycle goods.  
**HAVERFORD CYCLE CO.**  
Buffalo PHILADELPHIA Washington  
Atlantic City, N. J.

If you are Interested in Automobiles  
**THE MOTOR WORLD**  
Will Interest You.

Published every Thursday at 154 Nassau  
Street, New York.

Specimen Copies Gratis. \$2.00 per Year.

## Do You Endorse Our Policy?

The splendid victory for price maintenance and profit assurance won with the help of the retailers has strengthened us even more strongly in our determination to maintain the high quality of the

## IVER JOHNSON Safety Automatic REVOLVER

Maintaining the price, we can keep it the finest revolver in the world.

The Iver Johnson is a one-price revolver. We play no favorites. Big dealer or little dealer, the same fair, honest treatment for all. This has been and always will be our policy.

Don't you, Mr. Dealer, endorse such a course? Then why not stock up at once?

## IVER JOHNSON'S ARMS &amp; CYCLE WORKS

Factory and General Sales Office:  
**360 River Street FITCHBURG, MASS.**  
New York: 99 Chambers St. Pacific Coast Representatives: Phil. B. Bekeart Co., San Francisco, Cal.

SEND for list of bargains previous to our removal. We have a number of attractive offerings. Write today.

**VIM CYCLE & HARDWARE CO.**  
Buffalo, N. Y.

## SPROCKETS

We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade  
**HYDRAULIC-PRESSED STEEL CO.**  
CLEVELAND, OHIO

**BICYCLE GOODS**  
**Motorcycle Supplies**  
We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.  
**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

**Special Stampings**  
FROM  
**SHEET METAL**  
THE CROSBY CO., Buffalo, N. Y.

**American Motorcycles**  
Our Agency proposition is the best yet. We give a discount that will make you money. Write us.  
**AMERICAN MOTORCYCLE CO.**  
Wells & Seigel Sts., Chicago

We make special  
**DROP FORGINGS**  
for motorcycles. Let us quote you from your specifications,  
**THE BILLINGS & SPENCER CO.**  
Hartford, Conn.



# Empire Tires

WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

THE TUCKER WOODWORK CO.

SIDNEY, OHIO



Bicycle Wood Rims

## RELIANCE Motorcycles

Get catalogue and prices.

Reliance Motorcycle Co.

Owego, Tioga Co., N. Y.

CAPACITY—EXPERIENCE—QUALITY—PRICE

Steel  
RIMS

and

GUARDS

Motorcycle Single and Double Clinch  
Bicycle —also Belt  
Automobile Crescent and Drop Center  
Clincher, Q. D., Demountable and Channel

Motorcycle and Bicycle  
Raised Center and Crescent

MOTT WHEEL WORKS, Manufacturers, Utica, N. Y.

ABBOTT & BAILEY, Sales Agents, Majestic Building, Detroit

## Diamond MOTORCYCLE TIRES



are the Strongest, Safest,  
Best. Corrugated tread and  
studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.  
Akron, Ohio

## Bargains Extraordinary in MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

**2000 1908 G & J double clinch, raised tread.**

These tires are not "seconds."

**1909 M & W moulded double clinch.**

DEALERS, WRITE FOR PRICES

**F. A. BAKER & CO., 10 Warren St., New York City**

SEND FOR OUR COMPLETE MOTORCYCLE SUPPLY CATALOG

## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
25c.



Price Each  
25c.

The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**

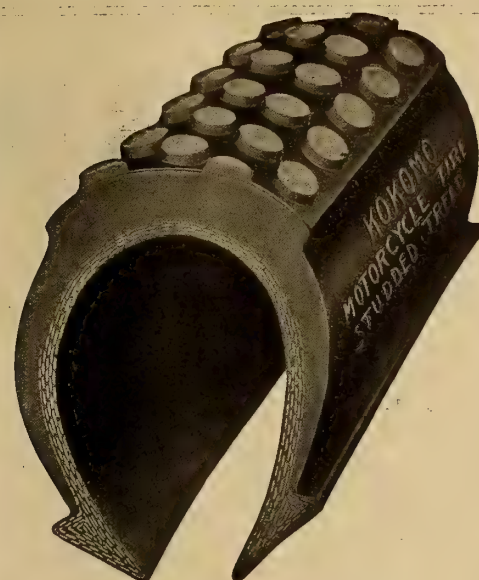
558 Warren Street

New York



# Kokomo Miles Number Millions

and they show a tire service that is unsurpassed in endurance, comfort and economy. We have been making Kokomo tires for years and years, and every year the riders and the trade want more.



# KOKOMO Motorcycle Tires

embody a tire making experience that means something to you in handling or riding them.

---

**Kokomo Rubber Company**  
KOKOMO, INDIANA



# FISK *Quality* BICYCLE TIRES

**WHY you  
should use  
them.**

**MADE** by the most skilled tire workmen in the world, from the best tire material procurable,

## FISK BICYCLE TIRES

of all grades are unquestionably unequalled for quality. Used by wheelmen who demand the best.

A booklet illustrating and pricing them sent on request.

### THE FISK RUBBER COMPANY

Department E

Chicopee Falls, Mass.

*Branches in Twenty Cities*

**Pedals**

**Toe Clips**




**Spokes**

**The Hall Mark of all good bicycles.  
It's stamped on every spoke.**

**THE  
STANDARD CO.  
Torrington, Conn.**





## Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.



IN THE BIG WESTERN

# F.A.M. Endurance Run

## 8 Harley-Davidsons Started

All Finished the Contest in Perfect Condition

## 7 Perfect Scores Were Awarded

(One Rider Being Disqualified on a Technicality)

## 5 Private Owners Started

**ALL WON PERFECT SCORES**

In the elimination contest for the American Cup one Harley-Davidson private owner started, Mr. R. E. Underhill.

### **HIS SCORE IS STILL PERFECT**

after 1800 miles of riding which put 2 trade teams out of the running as well as 3 private owners on account of mechanical troubles such as broken forks, seized motors, etc.

Mr. Underhill has had absolutely no trouble outside of one puncture in 1800 miles.

### **How's That For Making Good?**

Harley-Davidson riders don't have any troubles.



**HARLEY-DAVIDSON MOTOR CO., Milwaukee, Wis.**



# Columbia Bicycles

## 1911

### QUALITY AGAIN COUNTS

T



THE SEASON OF 1910 demonstrated to hundreds of dealers that Columbia high grade bicycles could readily, and with better satisfaction, be sold where formerly cheap machines were offered. This has been verified in a substantial way by the 1911 orders sent in through our traveling salesmen. It is clearly evident that these are times when quality again counts. Many a dealer weary of shabby machines possessing neither stability, reputation nor even the makers name, has turned to bicycles of established quality and thoroughness of construction—COLUMBIA BICYCLES.

## THE 1911 COLUMBIAS

In point of quality, variety of models, equipment, and in every other respect the 1911 COLUMBIAS are the best COLUMBIAS we have ever turned out. The new catalog—larger, handsomer and more complete than any published in recent years, is now on the press.

### THE 1911 COLUMBIA CATALOG

Tells how the Steel for Columbias is Scientifically Tested.  
Shows that in Columbia Construction there is no guesswork.  
Describes the Ingenious Method of Frame Connections.  
Illustrates the Columbia Armour Plate Cones and Cases.  
Explains the Superiority of Columbia Spring Fork.

In brief the COLUMBIA Catalog tells in full detail and in a convincing manner the difference between COLUMBIA and other bicycles. It is more than a mere price list—send for a copy and also for our 1911 proposition to dealers.

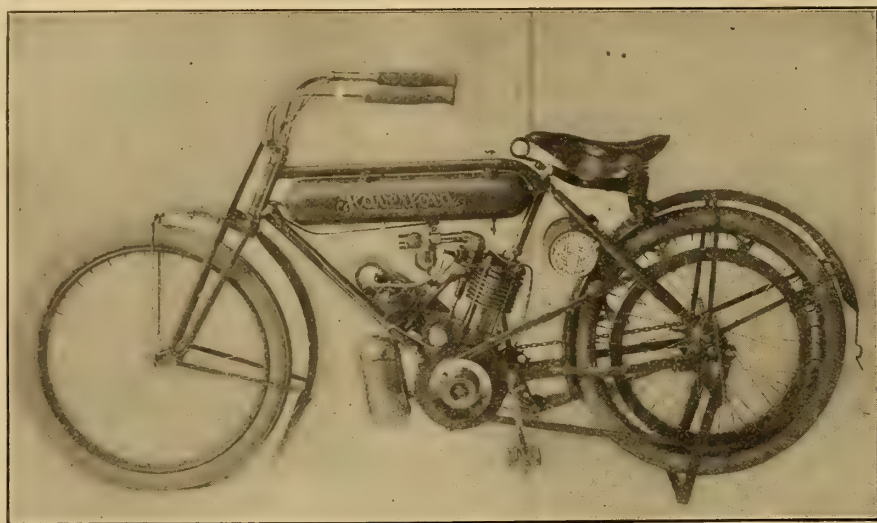


*The 1911 Columbia catalog is now on the press.  
Send for one of the first copies.*

**THE POPE MANUFACTURING CO., Hartford, Conn.**



# THE HAVERFORD Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

Model H, Schebler Carbureter

**\$185**

Equipped with  
Bosch Magneto

Do you want to be a live agent  
or the satisfied owner?

Catalogue or agents selling proposition on request.

**1911 MODEL <sup>Bosch</sup> Equipped NOW READY**

## HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



**A** life study of the bicycle business is behind every bicycle turned out from our factory.

¶ Note that we say the bicycle business. It is a comparatively easy matter to build **A** bicycle. It is an entirely different matter to build bicycles of the kind that will successfully meet the keenest kind of competition and make a profit for our customers as well as ourselves. Not many have been able to do it.

¶ We do it only for the reason that we really have made the bicycle business a life study. We have tried to be diligent students, too, looking at it from every possible angle. And our work is never done. We are constantly shifting, changing, improving, saving, never satisfied with "good enough" but always striving to make it better.

¶ This applies not only to production but to overhead and marketing as well. Every paring we are able to make, every economy we can effect is shared with our customers.

¶ Do you wonder why we hold so many year after year, and constantly add to their number?

¶ And wouldn't it pay you, if you are not already on our list, to get better acquainted with us and our methods of doing business?

¶ It might pay. It probably would. In any event, it wouldn't cost anything to find out. Be sociable and drop us a line now while you're thinking about it.

**EMBLEM MFG. CO.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia, and North and South Carolina.

## OUR DEALERS ARE MAKING BIG MONEY



### Note the Construction

### Two Extra Layers of Fabric—Special Corrugation

Our dealers—in all parts of the country—have proved to themselves that they can make more money handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please your customers just as they do by selling a tire that will save your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

## No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet

the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that lasting repairs can be made easily by either plugs or vulcanization. Grasp your opportunity to make more money—by getting in line with these dealers who know how. Don't delay, but get after this business now.

**The Goodyear Tire & Rubber Co.**  
Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.





## It is the Saddle

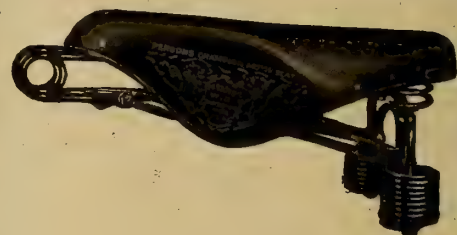
that makes the final result as to whether the rider is comfortable or not.

# PERSONS SADDLES

are a fitting summation of whatever good qualities exist in the machine beneath them.

**Persons Mfg. Co.**

WORCESTER, MASS.

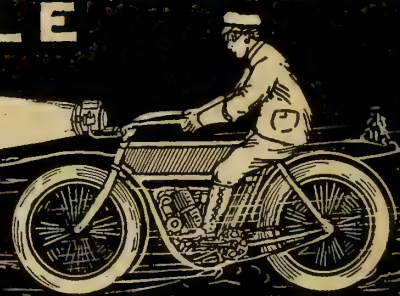


THE

MOTORCYCLE

*20<sup>TH</sup> Century*

HEAD  
and SEARCHLIGHTS



# REMOVAL NOTICE

Owing to our need of greater facilities for the manufacture of our Bicycle and Motorcycle Lamps we have removed our factory and offices to

420-422 Ogden St.

NEWARK, N. J.

*20<sup>th</sup> Century Mfg Co*



# Oh you Ball-Bearing Motor!

## THE FLYING MERKEL

Form 1—No. 1—Tel. Co.  
**PHILADELPHIA, READING & POTTSVILLE TELEGRAPH COMPANY.**  
 Connecting with Western Union Telegraph Company to all parts of the World.  
 {C. M. LEWIS, Superintendent, Reading, Pa.  
 Check;  
 Receiver's No. \_\_\_\_\_ Time Filed \_\_\_\_\_  
**SEND** the following message subject to the terms }  
 on back hereof, which are hereby agreed to.  
 To MERKEL - LIGHT MOTOR CO. Birmingham, Ala., 10/11 1910  
Pottstown, Penns.  
Arthur Mitchell wins match race from Stubbs five miles standing  
start four minutes thirty seven and one fifth seconds fastest mile  
fifty one seconds broke track record.  
Mr. R. Collins

Form 1—No. 1—Tel. Co.  
**PHILADELPHIA, READING & POTTSVILLE TELEGRAPH COMPANY.**  
 Connecting with Western Union Telegraph Company to all parts of the World.  
 {C. M. LEWIS, Superintendent, Reading, Pa.  
 Check;  
 Receiver's No. \_\_\_\_\_ Time Filed \_\_\_\_\_  
**SEND** the following message subject to the terms }  
 on back hereof, which are hereby agreed to. Birmingham, Ala., 10/12 1910  
 To MERKEL - LIGHT MOTOR CO.  
Pottstown, Penns.  
Win again today from Stubbs break record again 5 miles standing  
start four minutes thirty six seconds flat before race  
me on a  
Writing

Form 1—No. 1—Tel. Co.  
**PHILADELPHIA, READING & POTTSVILLE TELEGRAPH COMPANY.**  
 Connecting with Western Union Telegraph Company to all parts of the World.  
 {C. M. LEWIS, Superintendent, Reading, Pa.  
 Check;  
 Receiver's No. \_\_\_\_\_ Time Filed \_\_\_\_\_  
**SEND** the following message subject to the terms }  
 on back hereof, which are hereby agreed to. Birmingham, Ala. 10/12/10. 191  
 To J. F. Merkel,  
% Merkel-Light Motor Co., Pottstown, Pa.  

Beat Stubbs again today in Match Race Five miles rolling start -		
4 minutes 24 1/5 seconds. Fastest mile 52 seconds. This is		
three straight races. We race again for the rest of the week.		
	ARTHUR MITCHELL	

READ THE NOTICE AND AGREEMENT ON BACK.

**Merkel-Light Motor Co.**  
 POTTSVILLE, PENNSYLVANIA  
 MEMBERS OF M.M.A.

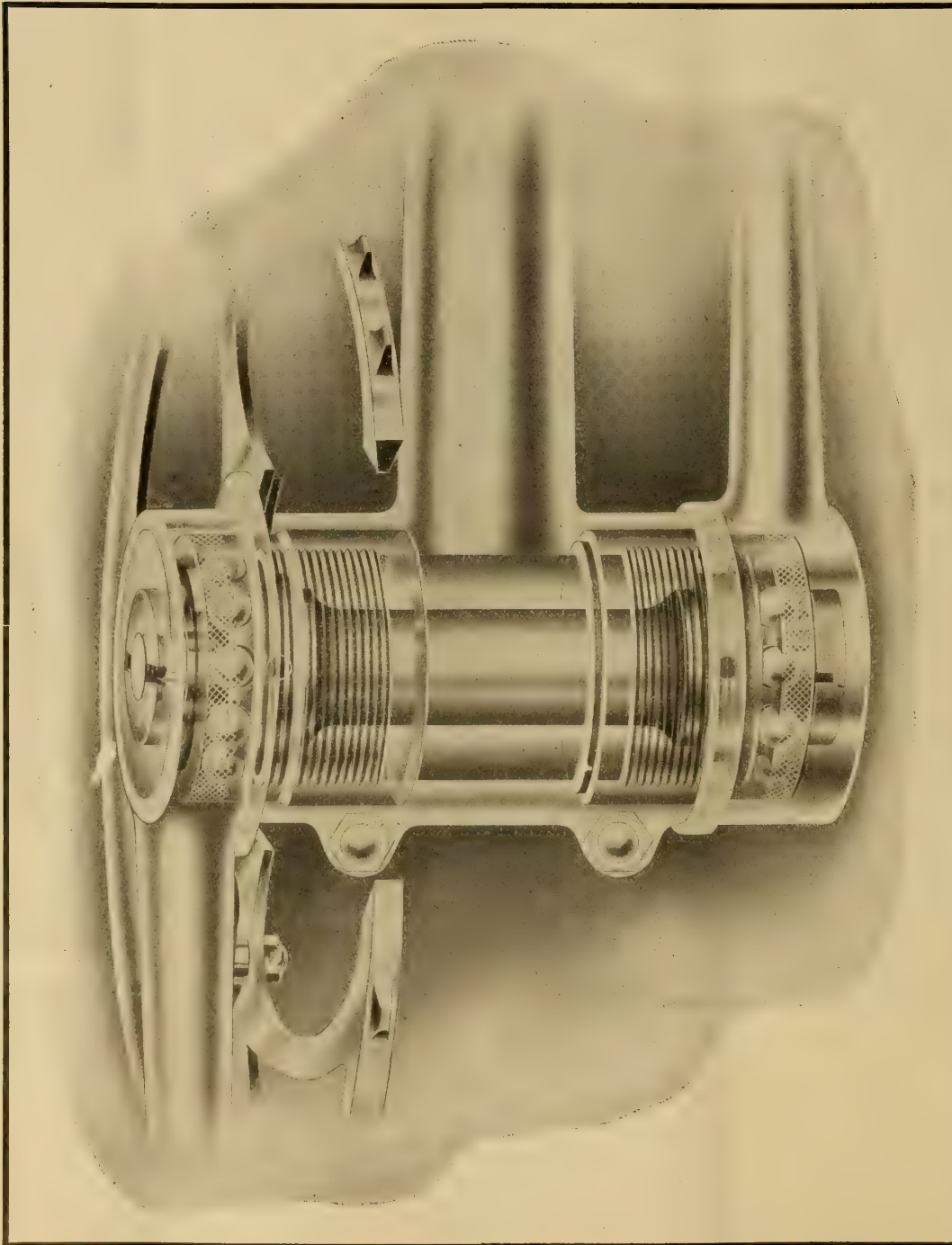


"IT'S ALL IN THE CRANK HANGER"

# THE *Racycle*

See  
the  
Balls  
in  
the  
Hubs  
of  
the  
Cranks

See  
the  
Solid  
Tool  
Steel  
Crank  
Shaft  
in  
the  
Center



3  
Year  
Guar-  
antee

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antee

## CRANK HANGER—1911

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio, U. S. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, October, 22, 1910.

No. 5

## NEGLECTING MARKETS IN CANADA

**American Cycle Manufacturers are Over-looking Opportunities, According to Consul—Types Most in Demand.**

That there are greater opportunities for the marketing of American bicycles in Canada than the manufacturers in the United States appear to realize, is the opinion of Consul Felix Johnson, of Kingston, Ont. He intimates that they have appeared indifferent and neglectful of a ripe market.

"During the past ten years," he declares, "there has been a great change in the Canadian makers, largely, it is asserted, because of the indifference of the American makers.

"Cheap bicycles equipped with double tube tires and guaranteed for a season, and retailing at \$35, now are enjoying the largest sale in Kingston. A Toronto-made machine, patterned after the standard American bicycle, also is popular locally.

"Even with a preferential tariff which Canada gives to the mother country, American makers can compete with the English manufacturers, the differences in freight charges offsetting the loss in customs duty. One of the large bicycle dealers here informed me that where the American makers erred was in selling not only to dealers but to individuals at the wholesale prices; furthermore, he was not accorded the discount which was given to other firms, and no allowance was made for breakage. What is wanted is a cheap, good and serviceable bicycle which can be sold here at \$35."

### More Factory Room for Empire Tire.

To meet the pressing demand for more "elbow room," the Empire Tire Co., Trenton, N. J., is making several additions to

its plant. An additional story, 40 x 100, has been added to the office building, which now is a two-story structure, and the new section will be given over to the accounting department. The shipping department also benefits in the general expansion, and will share with the stock department a three story building, 40 x 80. A third story, 40 x 70 has been added to the main building.

### Grady to Handle Harley-Davidsons.

The Harley-Davidson Motor Co., Milwaukee, Wis., has closed a contract with J. W. Grady & Co., Worcester, Mass., whereby the latter concern becomes exclusive New England distributors for the Harley-Davidson motorcycle, with the exception of the cities of New Haven, Conn., and Providence, R. I. Agencies for the Harley-Davidson already were in effect in those cities.

### Arnold, Schwinn Enlarging Its Plant.

Work has commenced on a brick factory addition for Arnold, Schwinn & Co., Chicago, Ill., which will cost \$35,000. When completed it will give 27,000 feet additional floor space. A new smokestack 124 feet high and five feet in diameter, costing \$2,500, also is in process of erection.

### Habich to Distribute Motor Racycles.

The Miami Cycle & Mfg. Co., Middletown, Ohio, has appointed Gus Habich, of Indianapolis, Ind., as a distributor of Racycle motorcycles. He will have the exclusive distribution of the machines for the state of Indiana.

### Coffman Visits the Pacific Coast.

A. B. Coffman, sales manager of the Consolidated Mfg. Co., Toledo, O., is on a trip to the Pacific Coast. He is arranging agencies and distribution channels for Yale and Snell bicycles and Yale motorcycles.

## MOTORCYCLE MAKERS AT BUFFALO

**Association Closes for Madison Square Garden Gallery Space—Big Attendance at Busy Sessions.**

The Motorcycle Manufacturers' Association met at Buffalo, N. Y., on Wednesday, 18th inst., the gathering being one of the best attended in the history of the organization, and as a result of the deliberations during the morning and afternoon sessions the final arrangements for the motorcycle section at the Madison Square Garden motor show in January were completed. The motorcycle section at the coming show will not be located in the basement as heretofore, but will be in the southern gallery, where the manufacturers now have definitely contracted for space.

M. L. Downs, secretary of the show committee of the Association of Licensed Automobile Manufacturers was present with detail plans showing the space to be allotted to the motorcycle manufacturers for the second week of the automobile show, January 16 to 21 inclusive, in conjunction with the commercial vehicle show. Arrangements were effected by which the motorcycle agents will be furnished with dealers' badges, which will entitle them to admission throughout the week of the motorcycle and commercial vehicle show.

No action was taken concerning the Chicago show, except that George M. Hendee, president of the Hendee Mfg. Co., was appointed a committee of one to confer with S. A. Miles, the manager of the show, regarding the arrangements for the Motorcycle Manufacturers' Association at that exhibit. Manager Miles has indicated that the allotment of space for the motorcycle



section will not be made until after November 1.

Part of the meeting was given over to a consideration of the project for a publicity department for the association. Several interesting schemes were presented, but the whole matter finally was left in the hands of the president, E. S. Fretz.

Percy Pierce, of the Pierce Cycle Co., tendered his resignation as treasurer of the association. Election of his successor was deferred until the next meeting, which will be held at Hotel Breslin, New York, on Wednesday, January 18.

Among the new manufacturers admitted to membership was the recently incorporated Pontiac Motorcycle Company, Pontiac, Mich., represented by G. H. Sherman.

The following members attended: E. S. Fretz, Merkel-Light Motor Co., Pottstown, Pa.; George M. Hendee, Hendee Mfg. Co., Springfield, Mass.; W. H. Ives, Reliance Motorcycle Co., Owego, N. Y.; W. G. Schack, Emblem Mfg. Co., Angola, N. Y.; D. J. Welsh, Consolidated Mfg. Co., Toledo, Ohio; Arthur Davidson, Harley-Davidson Motor Co., Milwaukee, Wis.; K. R. Jacoby and E. M. Jackson, Miami Cycle & Mfs. Co., Middletown, Ohio; F. S. Waters, Marvey Motorcycle Co., Hammondsport, N. Y.; H. T. Roberts, Aurora Automatic Machinery Co., Chicago, Ill.; George H. Sherman, Pontiac Motorcycle Co., Pontiac, Mich.; W. F. Remppis, Reading Standard Co., Reading, Pa.; Wm. B. Colburn, Pierce Cycle Co., Buffalo, N. Y.; W. C. Overman, Greyhound Motor Works, Buffalo, N. Y.

Among those present at the hotel during the meeting were R. D. Webster, Eclipse Machine Co., Buffalo, N. Y.; W. H. Crosby and William H. Hill, The Crosby Co., Buffalo, N. Y.; Max Sladkin, Haverford Cycle Co., Philadelphia, Pa.; John W. Henry, Vim Hardware and Cycle Co., Buffalo, N. Y.; W. G. Whitlock, Empire Tire Co., New York City.

Eighteen exhibitors already have applied for space in the motorcycle section of Madison Square Garden, January 16 to 21 inclusive, and the total number of exhibitors will be considerably in excess of this figure. The concerns who already are on the list are:

Hendee Mfg. Co., Springfield, Mass.; Excelsior Supply Co., Chicago, Ill.; Merkel-Light Motor Co., Pottstown, Pa.; Reliance Motorcycle Co., Owego, N. Y.; Emblem Mfg. Co., Angola, N. Y.; Harley-Davidson Motor Co., Milwaukee, Wis.; Miami Cycle & Mfg. Co., Middletown, Ohio; Marvel Motorcycle Co., Hammondsport, N. Y.; Aurora Automatic Machinery Co., Chicago, Ill.; Pontiac Motorcycle Co., Pontiac, Mich.; Reading Standard Co., Reading, Pa.; Pierce Cycle Co., Buffalo, N. Y.; Wagner Motorcycle Co., St. Paul, Minn.; New Era Auto Cycle Co., Dayton, Ohio; American Motor Co., Brockton, Mass.; Eclipse Machine Co., Elmira, N. Y.; F. A. Baker & Co., New York, N. Y.

## CITES ROLLER CHAIN ADVANTAGES

### Manufacturer Gives Definite Reasons for Its Use on Bicycles—Suitable Sprockets are Readily Obtainable.

Having been impressed with the many virtues of the half-inch roller chain for cycle equipment, and foreseeing a growing demand for its fitting, H. A. Gliesman, the enterprising head of the Tiger Cycle Works, New York City, not long ago made extensive preparations to handle work relating to the alteration of bicycles from block to roller chain drive, but, as was told in the *Bicycling World and Motorcycle Review* at the time, he had a rude awakening when he found difficulty in obtaining sprockets of the proper pattern of teeth to take the half-inch roller type. The account of his difficulty, together with the previous discussion on the advantages of the roller chain, has elicited a commentary from Hans Renold, Ltd., of Manchester, England, manufacturer of Renold driving chains, giving an able summary of the roller chain situation in relation to bicycles, as follows:

"In regard to Mr. Gliesman's primary trouble in obtaining the one-half inch pitch cycle chain wheels in the United States, we would point out that there are many English firms who would be willing to supply these in comparatively small quantities. We know our American agents—Messrs. Brown Bros., Great Eastern street, London, E. C.—would be glad to meet anyone in this way. The one-half inch pitch chain wheels are made in such large quantities in England that the price, even with the addition of duty, would not be at all prohibitive.

In Europe the one-half inch roller chain, especially the one-eighth inch width, practically has superseded all other types except for very special cases, the best known exception being on light racing machines where our block chain is in almost universal use. The one-half inch pitch roller chain has the following advantages over the one inch pitch block, and these have been amply proved by literally hundreds of thousands of riders:

"1. On a given diameter of wheel the one-half inch pitch roller has twice the number of teeth, consequently the engagement of the chain with the wheel is much more smooth.

"2. The friction between the tooth and the block in the block chain is of course bound to be greater than the friction between the tooth of the wheel and the free roller in the roller chain.

"3. It has been found possible to make a better tooth form for the roller chain in which the action of the chain coming into and out of gear is somewhat more simple.

"4. It is only necessary to adjust the roller chain with regard to alignment to get good results from it, whereas in the block

chain the question of slack is also of much importance.

"5. The roller chain, width for width, is stronger than the block chain in those widths which are most ordinarily used on cycles today.

"6. With the one-half pitch roller chain records of 20,000 miles life of chain have become so common that they are of small importance to us, and recently we have had authentic cases of approximately 100,000 miles per chain. This is much better than would be possible with any block chain.

"On touring cycles the slightly increased weight of the roller chain is of no importance, and the vastly improved smoothness of running and much greater life of the chain have placed the one-half inch pitch roller chain in a position where it is without competitors.

"In the manufacture of cycle chains, although the block chain contains only about half as many parts as the roller chain per foot, we have found that owing to the enormously larger quantity of roller chains made, the one-half inch pitch roller chain costs no more than the one inch pitch block, and we are offering both chains at the same price.

"Our one inch pitch twin roller chain will fit on the standard one inch pitch block chain wheels, and is a very considerable improvement over the block type. The twin roller chain, although it has not all the advantages of the one-half inch pitch roller, is very largely used where there is difficulty in changing the wheels on the bicycle. The twin roller is constructed exactly on the same lines as the one-half inch pitch chain, and the difference between them is that it is so arranged that two rollers go in each tooth gap. Instead, therefore, of the friction of a block sliding on the tooth of the wheel, there is the much decreased friction of the loose roller, while the fit of the chain is as perfect as that of any block chain."

### Thor 1911 Models Announced.

The 1911 Thor line, manufactured by the Aurora Automatic Machinery Co., of Chicago, Ill., will consist of the following: New 7 horsepower twin, listed at \$325; 4 horsepower single, chain drive, with magneto equipment, listed at \$225; 4 horsepower single cylinder, belt drive, battery model, listed at \$225; 4 horsepower single cylinder, belt drive, magneto model, listed at \$250. The belt driven models will employ the flat belt.

### Schack Finds Business Flourishing.

W. G. Schack, of the Emblem Mfg. Co., Angola, N. Y., has returned from a business trip to the Pacific Coast, during the course of which he readjusted the distribution of Emblem bicycles and motorcycles in the territory that he visited. He reports the business outlook for the industry as being remarkable, and indicates that not for years has he made so successful a commercial journey.



## WOULD LIMIT CONTEST TO MAKERS

**Swenson Urges Restriction of Endurance  
Runs to Manufacturers' Own Riders—  
District Tours for Owners.**

From opinions voiced by many riders in various sections there is considerable sentiment that the national endurance contest as at present conducted does not cater to the private owner, and that it even is detrimental to the sport instead of helpful, as it is intended to be. That there is a growing and consistent demand for a tour which will attract the private owner, and which will be purely a pleasure function with the strenuous features of the endurance contest eliminated, was brought out in the remarks of Vice-President C. C. Wilber and those of B. A. Swenson, the wideawake Providence dealer, at the Eastern District F. A. M. meeting at Providence, R. I. In advocating more substantial recognition of the private owner, Wilber suggested a district tour which would embrace scenic territory and be organized and conducted in a manner that would appeal to the large army of private owners, who, he felt, would gladly support such a project. His sentiments were echoed by Swenson, who sprung a surprise by stating that he had a tour of that very sort "in the works" for next year, and that he already had received many promises from riders of their intention of participating in it.

"If it is to be conducted as it now is, an open event, I think the national endurance contest has outlived its usefulness," says Swenson in discussing the suggestions brought out at the meeting. "I believe that the Motorcycle Manufacturers' Association should have charge of this event and should conduct it along new lines. Every manufacturer should enter say six riders, or, better still, two or three riders for each of his models, or any number agreed upon. The manufacturer then would know before the contest started what expense he would be under, and could pick his riders and have each familiarize himself with the machine he was to ride.

"The manufacturer who makes but one or two models would be under less expense than the one who makes four, five or six models. The distance should be greater than at present. It should be 1,000 miles or so. Any motorcycle or tire should be able to travel that distance in a specified time without giving out. The way these contests now are run, at 350 miles or so, never one-half and sometimes not one-quarter of the starters finish, which is a bad advertisement for the machines in general. However, this annual disgrace cannot be prevented if every rider who so desires is allowed to compete.

"I repeatedly have seen not only private owners but trade riders, also, come to the

starting line with motorcycles hardly fit for a day's trip, much less an endurance contest such as the national one is. I believe a contest held as I have outlined would gain the confidence of the prospective buyers of motorcycles more than does the present one. There are many people who have followed the development of the automobile and occasionally have read of motorcycle contests who now are looking favorably towards motorcycles, particularly among young men.

"In Cleveland at the start of the endurance contest last year, and again in Philadelphia at the start of this year's contest, I saw riders who I really believe never intended to start; some, it appeared, paid their \$5 entry fee then so that the manufacturer of the machine would feel called upon, in self-protection, to put it in shape before the start, and the tire maker could be held up for new tires. In some cases I am sure this expenditure has been not less than \$100 for a single rider. This is a pretty soft snap for the rider, which is becoming more generally known and worked each year, and should, I believe, be stopped. A contest where the manufacturers name the entrants would stop it.

"At the same time a tour for private owners or anyone should be held. It need not be necessarily a national tour, but there could be one in each district; this would do as well if not better than a national tour, for the country is too large for the latter and a majority of the entries would be drawn from the section where it was held, while riders from distant sections would not take it in on account of the expense involved in transporting the machine, or even in the mere riding of it, over a long stretch of country.

"For the past two or three months I have been giving considerable thought to a tour for next year, such as I mentioned at the district meeting. It is my idea to hold it some time in the summer when the vacation season is at its height, probably in August. I plan to get up a party to leave Providence for Niagara Falls, by way of Springfield, Albany, Syracuse, Rochester and Buffalo, returning over some other route if possible. I feel sure that I can enlist 30 or 40 riders who would enjoy a trip of that sort. Ten days would be about the proper time required for such a trip, in order to see the places of interest in the cities and towns en route.

"I believe a trip of this kind would be the greatest event ever held in the history of motorcycling, and would be an education to any young man, or old, for that matter. Under the leadership of myself and some other riders here whom I can vouch for, no mother would need worry about her boy, for he would have good company and be well looked after. Such a tour would create more enthusiasm for motorcycles than anything I know of, for it would be the big topic among many riders for months beforehand while the publicity

which the motorcycle would receive from the newspapers would attract the public's attention in a convincing way.

"I would, as far as possible, see to it that no one started on such a trip with a machine that was falling to pieces, as many riders do, but would insist that whoever started would do so with a machine that would be well able to make the trip, barring accident. I would look over the machines to see that they were in proper running order and also see that a supply of spare parts most likely to be needed would be available. Cameras would be carried by many of the tourists, and I would make arrangements with the home papers to send them a story each day containing interesting incidents of the tour. Also the motorcycle publications would receive plenty of pictures and stories. I already have received much encouragement for my tour from several riders who have expressed their enthusiasm about taking part."

### Surgings in the Engine Speed.

Backlash in the grip control linkage frequently is responsible for eccentric behavior of the engine, and it sometimes entails some tall thinking to locate the cause of the erratic action. When the connections become worn and are affected by the vibration set up by the machine in running over the road, both the throttle and circuit breaker have a tendency to fluctuate back and forth, causing mysterious surgings in the motor speed, which is reflected in irregular running of the machine. The symptoms often are mistaken for carburetor or ignition ailments, and frequently these components undergo considerable tinkering and adjustment before the real cause of the trouble is discovered. Another reason for keeping lost motion out of the control is that with tight linkage when the grip is turned the response from the engine is immediate. Some neglected grips can be turned from one-half to nearly a full revolution before any motion is transmitted to either the circuit breaker or throttle.

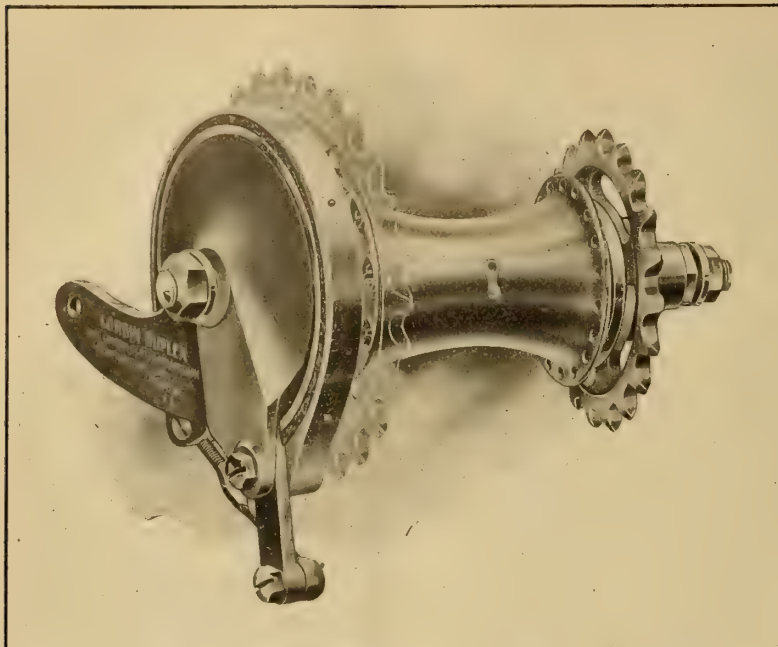
### Dressing for Slippery Belts.

Advocates of dressing for belts, to minimize slipping, have espoused fuller's earth and powdered resin, respectively. It is doubtful, however, if either of these affect the operation of the machine to any appreciable extent, as too much slippage requires more radical cures, such as a shortening of the belt or a readjustment of the tension device.

### Improvised Nipple Wrench.

A handy improvised device to tighten or replace spokes in a bicycle wheel has been discovered in the use of two small nuts and a stove bolt. In case a nipple wrench is not at hand, the work may be done by adjusting the nuts on the bolt so they will fit snugly over the flattened part of the nipple.





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## Duplex Band Brake

== FOR ==

# Motorcycles

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¶ Bearing the Corbin name, it is Corbin quality in material and workmanship.

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# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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## Encouraging the District Tour.

Pointing out many truths in connection with the national endurance contest and the need of district tours to encourage the private owner to whom speed or endurance runs do not appeal, the remarks of B. A. Swenson, which are printed in another column, voice the sentiments of many riders and tradesmen and are most timely. His participation in the last five national endurance contests and his knowledge of the tactics employed by some riders who seek to get their machines fixed up without cost, qualifies him to speak with authority concerning abuses in connection with the national contest.

It is an open secret that every year manufacturers do their best to discourage riders from entering the national endurance contest who are not qualified by past experience to compete in such an important event and whose failure to survive is a foregone conclusion. It is riders of this sort who bring the greatest discredit on their machines. Inasmuch as the contest has evolved into a trade event despite the large numbers of private owners, it is time for the manufacturers to relieve the F. A. M. of some of the burden of conducting the contest. While it will be denied that there are

private owners who make a better showing than some of the factory entrants, these are exceptional cases, and a private owner really has no place in such a contest. It is well known that they are assisted in every way possible by the makers, but this factory aid greatly nullifies the performance of a private owner as such.

Comparatively few private owners know how to tour and see the country as it should be seen, and most so-called tours are dominated by schedules that require the making of certain points at prescribed times without regard to unfavorable existing conditions. From the hearty welcome accorded the suggestion of Vice-President C. C. Wilber at the recent Eastern District meeting for a district tour which would be so managed as to attract the private owner, there is no doubt but that many private owners would jump at the chance to take in such an outing.

It is in a function of this sort that the private owner really belongs, and not in a strenuous schedule beating cross-country race where he will pound his machine to pieces and run the risk of serious injury to himself for the sake of proving the endurance limits of his mount and himself.

In the organization of a tour, particular attention should be paid to attracting the growing class of elderly and refined men who are taking up the sport and who are content to ride at a sane pace and enjoy the beauties of the section through which they pass. Another important consideration is the possibility of having the tour suitable for women motorcyclists, as well. To that end the schedule should be so fixed that tri-cars easily could keep up with the lighter machines. The schedule should be a moderate one, and one schedule for all; not one fast and another slow. Very important would be the selection of a tourmaster, who should be a man of sound judgment and capable of exercising control over a large party. He should be a man who in case of a severe storm or other adverse condition would have the good sense to halt the tour then and there, regardless of the schedule, and hold the party until conditions improved.

## Conditions Demanding Early Choice.

New conditions confront the motorcycle agent in the fact that the manufacturers have enlarged their factories and perfected their production organizations to a point where whatever "season" may exist in relation to the calendar has been considerably

advanced. Accordingly it is necessary for the dealers to make up their minds earlier than has been the case in the past and to place their orders far in advance of the time that formerly was regarded as amply early.

Many dealers already have had one touch of experience which in the future will make them prompt and decisive about closing for their lines. This experience was painfully impressed on them last spring when they attempted to secure machines from manufacturers who had made agency allotments early and who had no machines to spare for late comers.

According to the present outlook, the increased production of motorcycles for the coming year will by no means equal the increase in demand. For this reason the dealer who holds off to make a leisurely decision next spring as to what lines he will handle is likely to be in an unfortunate position. His tardy choice in all probability will fall on machines which he will be unable to get.

In giving early deliveries, the motorcycle manufacturers are giving the dealers an advantage which they heretofore have enjoyed only to a limited extent. Nothing sells motorcycles so well as to have the new models themselves right on the sales-room floor, ready for delivery, and early deliveries by the manufacturers permit the dealer to commence his selling season weeks and even months in advance of the usual time in previous years.

It took 2,396 miles of riding for a team of three men on motorcycles to obtain a decision over their rivals in the F. A. M. Western District endurance run, and this figure, instead of representing the limit of the mileage possible for the machines without tinkering or repair, was but a fraction of the mileage that could have been made had the contest been further prolonged. Furthermore, it was not this great mileage that eliminated all of the other teams. Without in the slightest degree minimizing the performance of the winners, it is safe to say that a great proportion of the machines in the contest were capable of 2,396 miles and more under endurance contest restrictions, the severity of which may not be understood by the layman. But without taking the other machines into consideration, the winner's mounts alone are sufficient to demonstrate something very definite concerning the reliability and capacity of the present day motorcycle.



# Coming Events

1910 OCTOBER							1910 NOVEMBER						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

October 22, Alcyon Park, N. J.—Pennsylvania Motorcycle Club's race meet; open.

October 28, 28 and 29, Dallas, Texas—Three days' motorcycle meet at state fair.

October 31-November 5, Boston, Mass.—Six days' bicycle race, ten hours a day, at Boston Arena.

November 6 and 20, San Antonio, Texas—Motorcycle meet at International fair.

November 8, Great Neck, L. I.—Great Neck Athletic Club's two hours' bicycle race; open.

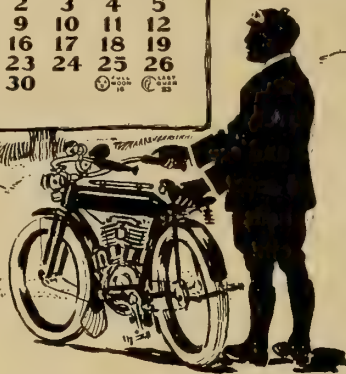
December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.



## "HIS NEW MOUNT!"

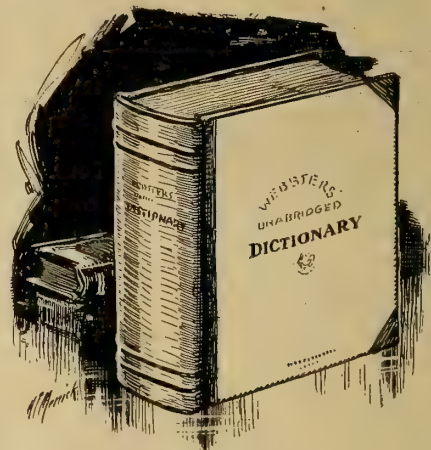


"MILWAUKEE SENTINEL'S" IDEA OF UTMOST MODERNITY

## Chicagoans Stage a Reliability.

Close on the heels of the memorable Western District endurance run comes the announcement from Chicago of the creation of another motorcycle classic, indicating the rapid strides toward popularity which the sport is making in the Windy City. The Chicago Motorcycle Club is the father of the latest function to be placed on the motoring calendar, which also is a departure from the usual "endurance run" in that it is properly designated as a reliability run. It will be a semi-annual affair, and will have its initial staging tomorrow, Sunday, 23d inst. The route will be from Chicago to Rensselaer, Ind., and return, 170 miles, and the winner will be awarded a handsome trophy offered by the club. This trophy is a perpetual one and is to be held until the next contest for it. In case more than one contestant makes a perfect score, a technical examination will determine the winner. The contest is open to club members only, and the club is making a special rate of \$4 to non-members, which includes entry fee for the contest and club membership.

## FAMILIAR NAMES ILLUSTRATED.



"READING-STANDARD"

Of course it is not pronounced that way, but homographically it holds compression perfectly. The word "homographically" will be found in any unabridged edition of the subject of the illustration.

## San Antonio Plans Two Meets.

A good card for two days motorcycle racing has been provided for the International Fair to be held in San Antonio, Tex., on the Sunday of November 6 and 20. Eighteen events are carded for the meet, nine being decided each Sunday. With the exception of the time trials and the 12 laps club championship, for which gold medals and the Hendee Cup respectively were offered, the prizes hung up appear to be in cash. If this be the case, those competing will become professional riders. Entries will be received to November 5 by C. Huser, 509 Water street.



# WINNERS DECIDED IN WESTERN RUN

**Thor Trade Team, with a Perfect Score, Captures the Examiner Trophy After Riding 2,396 miles—Yale Team the Runner-Up—Turner, on a Merkel, Gets Private Owner's Award, After More Than 2,600 Miles—Contest a Record Breaker.**

Chicago, Ill., October 21.—The Thor team, consisting of S. W. Nicholson, A. H. Crocker and George A. Squier, is the winner of the trade riders' division of the F.

duce more blind checking stations to keep the riders from racing ahead of schedule, but other experts assert that it was as broad as it was long, for the speedsters

under the circumstances, particularly as there were fewer changes to be made in checkers. A slight change was made in the middle of the week, compelling the riders to include Laporte, Ind., in the route.

All in all, the contest has demonstrated the going qualities of motorcycles in general, and remarkable stamina on the part of the riders. Just how many teams were finally eliminated because of the gradual weakening of the riders rather than the machines is a matter to be threshed out, but unquestionably several machines were better than their riders when withdrawn from the contest.

Aside from the glory which goes to the Thor team, as winners, and to the Yale team, as runners-up in the trade class, and to Turner and his Merkel in the private owners' brigade, it must not be forgotten that a wonderful performance was made by others, including the Excelsior and Indian teams. Thor exponents point with pride to two riders in the final quartet of private owners who rode for nearly a week after the others stopped. Underhill, the Harley-Davidson rider, deserves credit

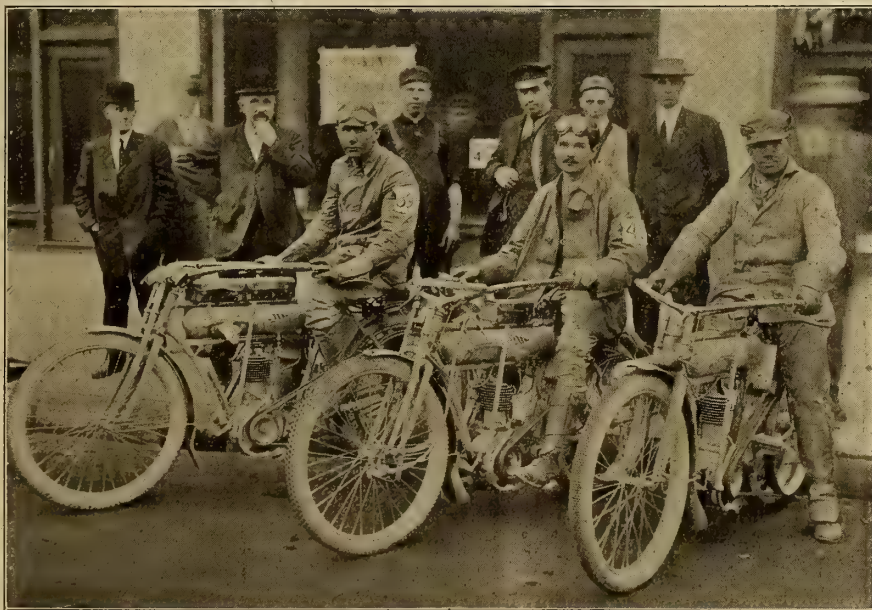


LEANDER, JUERGENSEN, NICHOLSON, SQUIER AND CROCKER ON THORS

A. M. Western District endurance run, thereby securing possession of the Chicago Examiner trophy for the coming year, while James A. Turner, on a Merkel, captures the private owner's cup put up by the Chicago American for riders in that class. The Yale team was the runner-up in the trade riders division, continuing in the contest until Thursday of this week, when it was discovered that a carburetor had been changed, according to the officials. The Yale riders were still going when the carburetor matter arose, and had been doing excellent work in the run.

The private owners enjoyed the distinction of continuing for one day after the trade riders had decided upon a winner, but the mud today was too much for all of them and all but four of the remaining riders—R. E. Underhill on a Harley-Davidson, Fred Juergens and his partner on Thors, and Turner on his Merkel—were penalized before they reached South Bend. At the end of the day Turner was found to have suffered the least penalty, making him the possessor of the American cup.

Two entire weeks were used up in determining a winner among the trade riders, with still another day for the private owners. Some criticisms have been heard over the fact that the committee did not intro-



THE YALE TEAM—INGRAM, OBERWEGNER AND BAIRD

took a chance of injuring their chances in such a long contest. Again, it was thought that a change of route for the daily run-off stunt would have brought an earlier finish in both classes, but the committee regarded the Chicago-South Bend route as the best

along with the Thor pair for making Turner ride to a finish. The distance traveled by Turner was over 2,600 miles, which is believed to establish a record in an endurance test. The Thor team traveled 2,396 miles before its rivals cried enough.



## THE "PASSING" OF JACOB'S LADDER

Of more than ordinary interest to the motorcycling and bicycling tourist is the recent "passing" of Jacob's Ladder and Morey's Hill, the eastern and western slopes, respectively, of a bad rise on the road between Lee and Chester, Mass. The old route has been replaced by a state road

has been a deterrent factor in the route between Poughkeepsie and various Eastern cities.

Indeed, so bad are the two grades that a local story has it that one of the enterprising natives quit tilling the soil and made enough money with his teams drawing au-

in the long, grueling ride, and the remains of many "perfect scores" were left on the two hillsides. Of the many contenders who entered the hill climbing contest up Morey's Hill, only eight reached the top without penalization, and of the 55 who started the ride one only passed up the hill and down



THE POINT WHERE JACOB'S LADDER IS CIRCUMVENTED—THE OLD ROAD UP MOREY'S HILL

costing in the neighborhood of \$100,000 and opening one of the most beautiful parts of the state to the motorcycle and bicycle. The new road rises gently at an average grade of 6.2 per cent. and joining the old road, with its 17 per cent. grade, at the foot of the hills, travels around this stumbling block in the tourist's path of pleasure. The old hill, with an elevation of 1,810 feet and an approximate half mile of length, was on the most natural route from Albany and Pittsfield to Springfield, Mass. It always

tomobiles over the hill to retire and drive a four-cylinder of his own. Three to five dollars was gladly paid by many a motorist to have his machine helped over this bad spot, and the sons of the soil were not averse to collecting these extra dollars.

Jacob's Ladder and More's Hill will long be remembered, with a wholesome respect, by the participants in the New York to Providence national endurance run of the F. A. M., in July, 1907. Here the "mortality" was greater than at any other point

the Ladder to Providence with a perfect score.

So pleased were the residents of the nearby towns that despite a heavy storm some 2,000 assembled on September 25 and dedicated the new road with appropriate ceremonies. Motorcyclists, bicyclists, automobilists, horsemen and pedestrians so enjoyed the "doings" incident to the "putting off of the old and donning of the new" that there is a likelihood of the event being made an annual affair.



Picturesque Bits of the New State Highway That Goes Around Morey's Hill and Jacob's Ladder





## COAST CYCLISTS IN LIVELY MEET

Visitors from San Jose Uncork Winning Speed at San Francisco—Almost Make a Clean Sweep.

Despite the stiff opposition put up by the local teams, the Garden City Wheelmen of San Jose, Cal., came mighty close to making a clean sweep at the "Western championship" bicycle meet at the Golden Gate Park Stadium, San Francisco, Sunday, 9th inst. The visitors captured three of the four events, including two championships, in hard fought battles. The lone race which they failed to bring down was won by the New Century Wheelmen of San Francisco.

Closely contested all the way, the championships were won by "tissue paper" margins in blanket finishes. Seven men qualified for the finals in all the championships and it practically was the same seven who fought it out each time. The Garden City's scored their first victory in the mile championship, when Waltz unwound a beautiful sprint which lasted right to the finish and beat Burns of the May City's by inches. Hammitt of the New Century's was a close third. Time, 2:03½.

By uncorking his sprint in the stretch at the proper moment Inman brought home the bacon for the Garden City's in the three miles championship. Sangalli of the New Century's was beaten for first by half a wheel. H. Bourne, Bay City Wheelmen, was third. Time, 7:57½. The winning streak of the San Joseans was temporarily stayed in the five miles championship when Holmes of the New Century's showed his heels to the others and crossed the tape first by a margin of a foot. Bourne, Bay City, crowded out Baxter, Garden City, by half a length. Time, 15:10.

With six men to a team, the 12 miles relay sprint proved a runaway for the Garden City team. The scoring was on the point system. The San Jose men simply outrode the others and piled up a score of 139 points against 113 for the New Century's. The Bay City team was third with 48 points.

Lewis McElroy of Oakland was seriously hurt by colliding with the rear of another machine on a turn. The other rider, although he also went down in the spill, was uninjured, but McElroy sustained a broken rib, severe abrasions and possibly internal injuries. He was taken to the hospital.

Summary:

One mile—Won by H. Waltz, Garden City W.; second, T. Burns, Bay City W.; third, W. Hammitt, New Century W. Time, 2:03½.

Three miles—Won by O. Inman, Garden City W.; second, A. Sangalli, New Century W.; third, H. Browne, Bay City W. Time, 7:57½.

Five miles—Won by G. Holmes, New Century W.; second, H. Bourne, Bay City W.; third, C. Baxter, Garden City W. Time, 15:10.

Twelve miles team relay sprint—Won by Garden City W., 139 points; second, New Century W., 113 points; third, Bay City W., 48 points; fourth, Golden City W., 25 points.

### Shaw and Wood Score at Fresno.

Although no outsiders were present, the Fresno (Cal.) Motorcycle Club's race meet at the fair grounds on the 3d inst. provided plenty of action and excitement for the large crowd present. It also developed a new star in the local colony, in the person of James Shaw, on an Excelsior, who showed his heels to several of the fast ones in two events. George Wood, the kingpin of the local riders, changed his stripes and rode as a professional after cleaning up a couple of the amateur events. He did equally well in his maiden effort as a coin collector, winning a ten miles match with Cogburn, which netted him \$100 cash and a cup offered by the club.

After leading for eight miles in the ten miles match, Wood, who rode an Indian, was passed by Cogburn, who finally had gotten his Merkel into its stride and who overhauled his rival. Cogburn was gaining steadily and seemed to have the race in his pocket when a chain broke and Wood won as he pleased. The bicycle races developed a dark horse in Steve Veolich, who captured the mile race in a runaway, Louis Paul taking second. In the five miles motor paced, Peter Stay came up from the rear in the stretch and nosed out Veolich and Paul, who were bunched. The summary:

Five miles, singles—Won by Frank Murphy; second, Marcus McLaughlin; third, Charley Vierheller. Time, 6:13.

Ten miles, twins—Won by George Wood, Indian; second, Arthur Bradley; third, Ed. Whipple. Time, 10:54.

One mile, bicycle—Won by Steve Veolich; second, Louis Paul; third, Peter Poore. Time, 2:28.

Three miles, singles—Won by James Shaw, Excelsior; second, Frank Murphy; third, Ed. Schleuter. Time, 3:47.

Five miles, twins—Won by George Wood, Indian; second, Arthur Bradley. Time, 5:40.

Five miles, bicycle, motor paced—Won by Peter Stay; second, Steve Veolich; third, Louis Paul. Time, 10:04.

Ten miles, singles—Won by James Shaw, Excelsior; second, Frank Murphy; third, Charles Vierheller. Time, 12:03½.

Ten miles handicap—Won by Marcus McLaughlin; second, George Wood, Indian; third, Arthur Bradley. Time, 10:27½.

Ten miles match, professional, George Wood, Indian, vs. Harry Cogburn, Merkel—Won by Wood. Time, 10:54½.

"If business interferes with motorcycling—cut business," is the slogan of the Baltimore (Md.) Motorcycle Club.

## ANDREWS IS TRIMMED AT TORONTO

Canadian Cycle Champion Defeated by Old Timers—Morton Twice a Winner—Pease Takes Motorcycle Event.

Over 15,000 people saw some exciting bicycle and motorcycle races at the Exhibition track, Toronto, Ont., Saturday, 8th inst. The races were held in connection with a Marathon and short distance running races. The bicycle events were the Ontario championships and produced stirring sport, which resulted in the defeat of Walter Andrews, the Canadian champion, in every event save one. The succession of trouncings administered to Andrews and the surprisingly good showing of Morton and other old timers were the features of the day. Morton was the star performer, capturing the quarter mile and mile events in tabasco finishes. Pease had an easy victory in the five miles motorcycle handicap, the handicaps being too great. Summary:

One quarter mile—Won by Morton; second, Andrews; third, Bulger. Time, 0:33½.

Half mile—Won by Andrews; second, Bulger. Time, 1:11½.

Five miles—Won by Smith; second, Bulger. Time, 14:19½.

Ten miles—Won by Tom Bulger; second, Andrews.

Five miles motorcycle handicap—Won by Pease; second, McGee; third, Banfield. Time, 8:47.

### Concoursers Compete on Cup Course.

Not every motorcycle club is so fortunate as to have access to a Vanderbilt Cup course for its race meet, but the Concourse Motorcycle Club of New York City enjoyed that privilege on Sunday, 16th inst., and held its annual meet on the Long Island Motor Parkway. The honors went to Vandervoort H. Downes, Indian, who won two events, while William A. McClelland, Indian, also made a creditable showing. M. E. Toepel and David Molin, of the Motorcycle Touring Club of New York acted as officials. Summary:

One mile, singles—Won by Nathan Feinstein, Harley-Davidson; second, Maurice P. Sullivan, Excelsior.

Five miles, singles—Won by Henry Yost, Thor; second, Maurice P. Sullivan, Excelsior.

One mile, 5 horsepower machines—Won by Vandervoort H. Downes, Indian; second, Archibald Smith, Indian.

Five miles, 5 horsepower machines—Won by Vandervoort H. Downes, Indian; second, Archibald Smith, Indian.

One mile, 7 horsepower machines—Won by Luciano Restrepo, Indian; second, William A. McClelland, Indian.

Five miles, 7 horsepower machines—Won by William A. McClelland, Indian; second, Luciano Restrepo, Indian.



**CLIFTON RACING DRAWS CROWDS**

**Motorcycle and Bicycle Events Supplemented by a De Palma "Stunt"—Turville and Ruden the Stars.**

Turville and Ruden divided honors in the professional motorcycle races at Clifton, N. J., on Sunday, 16th inst., the former winning the mile event which required three heats to decide it, while the latter won the five miles handicap with ten seconds lee-way. Elmer Collins failed in his attempt to lower the track mile record behind motor pace, clocking 1:17½, which is four seconds slower than the record. In the two bicycle events it was another even break. Rend Hofkin won the mile lap race for amateurs in 2:15½, defeating Paul Baker, and Baker countered by tagging Hofkin in the

King. Time, 1:09¾. Second heat won by Charles Turville; second, Henri St. Yves. Time, 1:09¾. Final heat won by James Hunter; second, Charles Turville; third, Carl Ruden. Time, 1:09.

Australian pursuit—Won by Paul Baker; second, Rend Hofkin. Distance, 3½ miles. Time, 8:05¾.

Mile record trial, motor paced, against track record of 1:13¾, by Elmer Collins—Time, 1:17¾.

Five miles motorcycle handicap—Won by Charles Turville (10 seconds); second, Henri St. Yves (30 seconds); third, Carl Ruden (30 seconds). Time, 6:10¾.

**More Maryland Victories for Thomas.**

To his already lengthy string of "championships" "Chic" Thomas, the Baltimore (Md.) whirlwind added another on Saturday, 15th inst., at the motorcycle races at the Harford county fair at Bel Air, Md., by winning the mile free-for-all for the

**GIVES STUBBS A WEEK'S BATTLE**

**Mitchell Invades Birmingham but Local Hero Triumphant when Smoke Clears—A Stirring Series.**

Championship baseball, which has reigned as the leading sporting topic in Birmingham, Ala., as it has elsewhere in the land of late, was relegated to the rear in the Alabama metropolis for the whole of last week, and was succeeded by the six days' battle for motorcycle supremacy between Robert Stubbs, the local motorcycle lion, and Arthur Mitchell, who came out of the West (from California, to be specific), to beard the Southerner in his den. Mitchell did succeed in twice lowering the colors of the local favorite, which is an accomplishment of which few can boast, but the Alabaman's flag flew triumphantly for four victories, three of them decisive ones, and he therefore redeemed himself in the eyes of his townsmen.

The series of six races, one each day, was held at the state fair track and formed one of the most interesting features of the exhibition. Also it treated the thousands who were present daily to the rarest brand of real and thrilling motorcycle racing ever seen in Birmingham. Stubbs, of course, rode an Indian, a "7," while Mitchell bestrode a Merkel of equal rating. All of the races were at five miles, and the get-aways varied between standing and flying.

Mitchell stock went soaring on Monday, 10th inst., when in their first meeting he defeated Stubbs by a big margin from a standing start. The time, 4:37½, averaged much better than a mile a minute. Although he went the distance in 4:41 on Tuesday, 11th inst., Stubbs really won on a technicality, Referee W. D. Graham awarding him the race because Mitchell's pusher-off over-ran the foul line. Having sort of tried each other out in the two previous days, the men went at it like a pair of Kilkenny cats on Wednesday, 12th inst., and the mill was a corker. Stubbs got away badly, but rode like a fiend and made up seven seconds in the five miles, but was unable to catch Mitchell, who also was dusting along some, as his time of 4:24 indicates. This is a new record for the track, as also is Stubbs' mile in 0:49, a reduction of three seconds from the old figures.

Stubbs had an easy victory on Thursday, 13th inst., for Mitchell's engine got cranky and he dropped in the second mile. Nevertheless, Stubbs did not loaf, finishing in 4:27, good time considering the heaviness of the track after a big rain the night before.

Seventy-five yards separated Stubbs and Mitchell when the former crossed the line a winner on Friday, 14th inst. They stayed close until the last lap, when the local boy made his bid. This round also was fast,



TURVILLE, RUDEN AND ST. YVES ON THE CLIFTON TRACK

Australian pursuit, the trick being turned at three and one-half miles.

Ralph De Palma, the automobile racing driver, gave the crowd of over 4,000 people more thrills than it previously has received this season, by driving his racing car in a hair-raising exhibition around the steep six-lap board saucer. He drove nine laps, the first mile being to familiarize himself with the track, and the last half was against time, being negotiated in 43¾ seconds. While the preliminary warm-up was thrilling enough, the real action commenced in the time trial when De Palma commenced to let the big car out. It skidded so dangerously that it was feared it would go through the railing and the exhibition was stopped. The stunt evidently did the track no good, for as the car bounded around it shook the entire structure and the boards in the stretches rattled ominously. It was the first time such a feat had been attempted on the track and it probably will be the last. Summary:

One mile lap race, amateur—Won by Rend Hofkin; second, Paul Baker; third, Robert Wernau. Time, 2:15¾.

One mile motorcycle race, three heats, professional—First heat won by James Hunter; second, Carl Ruden; third, John

county championship. Thomas, of course, was on an Indian, and despite the poor condition of the track fairly rode the other competitors off their feet, breezing around the oval in 1:26, nearly a minute better than the former record. In the five miles handicap, Matthew Gault, Indian, with 15 seconds allowance, won by a close margin after a long stern chase. Dick Glinting, the limit man, had one minute handicap and gave the rear division a merry run before they caught him. Thomas, who was on scratch, was unable to get out of the heavy clouds of dust which blinded him and he retired in the second mile. The fight lay between Ogden, Zimmerman and Blakeney, all 45 second men, Ogden making a run-away until the last mile, when Gault, who steadily had been crawling up, overhauled the lone man in front and held the lead to the finish with Ogden a close second. Time, 7:31. The races were held under the joint auspices of the Baltimore Motorcycling Club and the Harford County Fair Association, and Howard A. French acted as referee. The club is putting on a series of races at the county fairs throughout the state this fall, and much impetus and publicity is being given the sport through the campaign.



4:25¾. As a fitting wind-up, Saturday, 15th inst., saw the banner race of the series. Both men rode neck-and-neck, see-sawing continually until the last lap, when Mitchell, who had a lead of ten feet, unwound a hot sprint. Stubbs had a little more speed up his sleeve, however, and went after the Californian, gradually overhauling him and beating him to the tape by half a length in a finish that set the thousands of spectators yelling madly. The time was 4:26½. The banner crowd was present Friday, over 40,000 people being on hand. In addition to cash purses daily, the management put up a silver cup for the winner of the best two out of three races during the last half of the week, Stubbs, of course, winning it. Considerable hard feeling was engendered among Mitchell's admirers by the action of the referee in disqualifying him on Tuesday after he had won. The referee claimed that Mitchell's starter overran the foul line.

#### Summary:

Monday, 10th. Five miles match, Robert Stubbs, Indian, vs. Arthur Mitchell, Merkel—Won by Mitchell. Time, 4:37½.

Tuesday, 11th. Five miles—Race awarded to Stubbs by referee. Time, 4:41.

Wednesday, 12th. Five miles—Won by Mitchell. Time, 4:24.

Thursday, 13th. Five miles—Won by Stubbs. Time, 4:27.

Friday, 14th. Five miles—Won by Stubbs. Time, 4:25¾.

Saturday, 15th. Five miles—Won by Stubbs. Time, 4:26½.

#### Terre Haute Motorcyclists in a Climb.

Frank Marshall, riding an Indian twin, was the star of the Terre Haute (Ind.) Motorcycle Club's hill climb on Forest Park hill on Sunday, 2d inst. He won the free-for-all class in 0:16¼, the fastest time of the day. Forrest Casebeer, Indian, was second, one second slower. He also won the 38½ cubic inches class in 18 seconds flat, and his brother Byron was second with a flight in 21 seconds. Byron Casebeer, Indian, was the only double winner of the day. He captured the 30½ class for chain machines in 0:20½, and repeated in the event for previous winners, making the climb in 0:21. A large crowd witnessed the contest.

#### Big Handicap for Baltimoreans.

Thirty prizes, headed by a silver loving cup as a club prize, constitute the alluring string of inducements which the Century Road Club of America, Maryland Division of Baltimore has hung up for its first annual fall handicap road race which is carded for Sunday, 23d inst., with a provisional rain date of the 30th inst. The course will be eight and one-half miles and the limit man will have eight minutes. The loving cup will be awarded to the club whose members make the best average time, the scores being computed on the point system. The net times of the 25 fastest men will count in the club contest.

## THRILLS AT TERRE HAUTE MEET

### Casebeer Brothers Make Things Warm for Nixon and Merz—Several Spills Punctuate the Program.

Excitement and thrills a-plenty marked the inaugural motorcycle meet on the new half mile track at Terre Haute, Ind., Sunday, 16th inst., under the auspices of the Terre Haute Motorcycle Club, and the large crowd which was present saw some of the best racing ever witnessed in the Hoosier city. There were some noteworthy outsiders present, but they had "nothing on" the local men as far as skill and nerve went, particularly the Casebeer

handicap. This time he made better use of it and Forrest was unable to catch him, although he tried hard to do so.

The blue ribbon event of the afternoon, the ten miles open, brought together a rare field, including Nixon, Merz and Forrest Casebeer. Nixon immediately headed the procession and continued to do so throughout, setting a pace that steadily carried him away from the others. Merz also was able to shake Casebeer sufficiently to slide into second place. It was almost a walk-over for Nixon in the five miles open, 30½ class, and he won in a canter, with Merz and Marshall following in that order.

Clever work on the turns returned Forrest Casebeer the winner in his three miles match with Frank Baker of Indianapolis, Merkel, for the Swope-Nehf cup. He also gathered in the mile trials by a safe margin, being clocked in 1:15, against Marshall's 1:17½. The trio of minor events were divided between Higginson (Indian), Watkins (Excelsior) and Houff (Indian), respectively. There were several spills, the most serious of which was that taken by Johnson, Merkel, who ran into the fence in the three miles race for belt machines. He was painfully hurt and his machine considerably damaged.

#### Summary:

Five miles, 20 cubic inches and under—Won by Higginson, Indian; second, Shaw, Indian; third, Necker, Indian. Time, 7:49.

Three miles, stock belt machines—Won by Watkins, Excelsior; second, Marshall, Indian; third, Bowine, Excelsior. Time, 4:33.

Mile time trials—Forrest Casebeer, Indian, 1:15; second, Marshall, Indian, 1:17½; Herman, Indian, 1:22.

Ten miles, 45 cubic inches and under—Won by Charles Herman, Indian (½ mile); second, Forrest Casebeer, Indian; third, John Merz, Merkel. Time, 13:45½.

Five miles open, 30½ cubic inches—Won by Harry Nixon, Merkel; second, John Merz, Merkel; third, Marshall, Indian. Time, 6:18¾.

Five miles handicap, private owners—Won by Forrest Casebeer, Indian (scratch); second, Byron Casebeer, Indian; third, Watkins, Excelsior. Time, 7:27.

Ten miles open, 45 cubic inches—Won by Harry Nixon, Merkel; second, John Merz, Merkel; third, Forrest Casebeer, Indian. Time, 12:15¾.

Three miles handicap, club members—Won by Byron Casebeer, Indian (¼ mile); second, Forrest Casebeer, Indian (scratch); third, Herman, Indian. Time, 4:30.

Three miles match, for Swope-Nehf cup—Won by Forrest Casebeer, Indian; second, Frank Baker, Merkel. Time, 3:35.

Five miles consolation—Won by Houff, Indian; second, Keaton, Excelsior. Time, 7:54.

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## Morgan & Wright Motorcycle Tires

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**MORGAN & WRIGHT**  
DETROIT

brothers. The latter were easily the stars of the meet and captured the lion's share of the card. Forrest Casebeer, who bestrode a twin Indian, covered himself with glory, taking three firsts as well as several "places," while his brother Byron bagged the members handicap. Of the visitors, Nixon and Merz, the Merkel pair, achieved the most prominence by their work.

One of the best races of the day was the ten miles handicap for 45-inch machines. Herman, Indian, was given half a mile, a handicap too great to permit either Forrest Casebeer or Merz to catch him, but the two latter had a corking good scrap with each other. They were evenly matched and rode neck-and-neck until the last lap, when Casebeer found the additional speed to carry him by Merz and gain for him second place. The Casebeer boys put up a rattling good race in the five miles private owners handicap. Forrest allowed his brother Byron half a mile leeway and then steadily reduced it after a great uphill pull, winning in a peppery wind-up. This pair of cracks met again in the three miles club handicap, and Byron again had half a mile



**CLARKE TWICE WINNER AT NEWARK**

**Outjumps Kramer in a Battling Finish and  
Breaks an Old Record—Goulet  
Again Defeats Drobach.**

It was a great day for Australia at the Newark (N. J.) Velodrome last Sunday afternoon, 16th inst., for Jack Clarke, the pride of the island continent, not only defeated Frank Kramer twice, but added to the champion's humiliation by breaking the latter's mile record for the track. In justice to Kramer it must be said that a puncture in the five miles open event put him out of the running just as his stock was booming, but in the mile repechage his decisive defeat by Clarke was a genuine surprise to the fans. Clarke caught Kramer napping and made the most of it. Things moved swiftly all the way in the repechage, and in order to win Clarke had to slice Kramer's record of 1:55. He forced the figures down to 1:53. Incidentally Floyd Macfarland, Clarke's lanky manager, made his first appearance in competition at the track this year, and Joseph Fogler also renewed acquaintance after his two months' absence.

Alfred Goulet, the Australian wizard pursuit rider, contributed further laurels to his country's collection for the day by chalking up another defeat of Peter Drobach, the persistent aspirant for his scalp. In the early stages it looked as if the Bostonian was surely going to administer to Goulet his first defeat at his own game, but in the last part the Australian got his second wind and caught his man.

There was an epidemic of spills in the two miles amateur, but Frank Blatz, the amateur champion managed to avoid being tripped up and won with ease, his sprint killing off the others. In the third mile handicap Blatz was given too great a gap to close and George Pauli found the 30 yards mark just right for him to win. Fred Hill gathered in the two miles pro invitation in a good ride from scratch.

With Fogler and Hehir doing the towing in the repechage handicap, Clarke and Kramer soon were up with the advance guard, and then the tugs cast off the lines, to let the two speed craft fight it out. As the bell rang, Jumbo Wells broke loose with a mad sprint, and Clarke and Kramer who had tacked on, were whirled around in dizzy fashion. Kramer pulled up even with Clarke on the Orange avenue turn, and as the trio swung into the home stretch they were on even terms. At this point it looked as if any of the trio might collect first money, and the formation remained unbroken until 20 yards to go, when Clarke made a supreme effort and jumped ahead. Both Kramer and Wells tried to stay, but Clarke crossed the tape a length ahead of Wells and half as much again in advance of Kramer.

Combinations were formed in the five miles open with a rapidity that bewildered the spectators to keep track of them. As a result the pace was fast all the way and Macfarland and Fogler were kept on the jump pulling the field up to the runaways. During all the excitement Kramer kept close to the rear wheel of John Bedell, who in turn was coupled to Clarke, while Hehir jealously clung to Kramer. Hill and Drobach started the big fuss by breaking away in the fourth mile and after Macfarland brought the field up to them he dropped out. For the next few laps positions changed rapidly and then there came a sudden calm. It was broken when Kramer made a sudden dash that brought him up with Fogler and Clarke and just as he seemed about to go by he stopped short. His front tire was down and he was out of the running. The fight for first money then resolved itself between Clarke, Fogler and Bedell.

Fogler kept Clarke busy for a time, but on the last turn Clarke passed him, Fogler seeming to lose some of his steam. Bedell came up strong and was closing in when Clarke flashed a sprint that carried him away from Fogler and across the line a winner by a good margin. Bedell also nailed Fogler 20 yards from the tape and took second money, while Fogler got third. Summary:

One mile handicap, amateur—Won by George Pauli (30); second, William Pettit (20); third, Harry Daniels (55). Time, 2:38½.

One mile repechage handicap, professional—Won by A. J. Clarke (scratch); second, Jumbo Wells (90); third, Frank L. Kramer (scratch); fourth, Floyd Krebs (40); fifth, Werner Beck (50). Time, 1:53.

Unlimited Australian pursuit match, Alfred Goulet vs. Peter Drobach—Won by Goulet. Distance, 7¾ miles. Time, 17:30¾.

Two miles invitation handicap, professional—Won by Fred Hill (scratch); second, Al. Halstead (20); third, Lloyd Thomas (120); fourth, Phil Wright (60); fifth, William (Pedlar) Palmer (80). Time, 4:09¾.

Two miles, amateur—Won by Frank Blatz; second, Adam Beyerman; third, Chester Smith. Time, 4:47.

Five miles open, professional—Won by A. J. Clarke; second, John Bedell; third, Joseph Fogler; fourth, Patrick Hehir; fifth, Percy Lawrence. Time, 10:34.

**Wet Street no Excuse in San Jose.**

As applied to bicycling, the ordinances of San Jose, Cal., know no "wet" or "dry," as was brought out in the fining of a cyclist for riding on the sidewalk. The rider explained, in palliation of his offense, that the streets were wet and the sidewalk of gravel, but the judge said the laws make no distinction as to wet or dry streets and that the material of which the walks were made did not enter into the matter.

**ELEVEN TEAMS FOR BOSTON GRIND**

**Six Days Race Lists a Galaxy of Cycle  
Stars—Clarke and Kramer to Ride  
a Sprint Match.**

With a sprint match between Frank Kramer and Jack Clarke, and a motor paced match between Elmer Collins and James Moran as features of the usual Saturday night card given before its annual six days' race, Boston, Mass., is to be well enthused with cycle race fever when the ten hours grind commences its week in the Boston Arena on October 31, lasting until November 5. Eleven teams already have been made up, and both Clarke and Kramer are to be participants in the six days' affair. The teams, as at present arranged for by Manager Chapman, are as follows:

Frank Kramer—James Moran.  
Jack Clarke—Floyd Macfarland.  
Patrick Hehir—Alfred Goulet.  
Gordon Walker—Iver Lawson.  
W. L. Mitten—Fred West.  
Percy Lawrence—George Wiley.  
Phil Wright—Pedlar Palmer.  
Saxon Williams—Patrick Logan.  
Fred McCarthy—Lloyd Thomas.  
Joseph Fogler—Elmer Collins.  
Norman Anderson—Floyd Krebs.

In addition to these teams it also is possible that John and Menus Bedell will start as a team. The saucer at the Arena is ten laps to the mile, the same size as that built each year for the six days grind at Madison Square Garden, New York.

By the riders who have contracts or aspirations for contracts to ride in the New York six days, the Boston week is regarded as an excellent piece of training. The fast work that is mingled with the ten hours per day plugging is highly efficacious in bringing them into condition, particularly if in the fall they have been taking things easy physically. Unlike New York, the compensation at Boston is based on the gate receipts, of which the riders get a percentage.

**Lawson Again to Race in the East.**

Iver Lawson, long one of the foremost American cycle sprinters and match riders, has come East once more, to give battle to Kramer and Clarke at Newark, N. J., and to ride in the Boston six days' event. Following a successful season at Salt Lake City, he went to Los Angeles, where he has been riding at the cycle saucer.

**Managing Proves No Pie for Pye.**

Ernest Pye, the bicycle racer, who went from Salt Lake City to Los Angeles, Cal., to manage the cycle racing track in the latter city, is tiring of his managerial responsibilities. He indicates his intention of resigning them as soon as his contract expires, which will be in a few weeks.



**GOERKE GOES STRONG AT OLYMPIC**

**Gets Back Honors for Fastest Time on the New Jersey Track—Fun in a "Hurry-Scurry."**

Almost a year after he lost it, Walter Goerke, on Sunday, 16th inst., recovered his mile record for the Olympic Park (N. J.) half mile oval which Raymond Seymour stole from him last November. The "record" of course is not such, strictly speaking, for both men were clocked for their fastest miles during a race, and therefore the times are intermediate. Seymour's figures of 1:08 stood until last Sunday, when Goerke registered 1:07, not once but three times in succession, and as Seymour is on the Pacific coast it seems likely that the Brooklyn whirlwind will retain his newly recovered laurels for the winter.

Three of the races were won by Goerke, while John Constant, his fellow townsman, took two, leaving one lone event for the local men. Constant was a very constant starter, and was placed in all but one race. Goerke chalked up his first victory in the five miles handicap, riding from scratch. His fast T. T. Indian pulled the others down with unfailing regularity, and Goerke had a big final margin. Percy Drummond of Newark rode a heady race and took second on an Indian, with Constant, Indian, third. First over the tape in two straight heats gave Goerke the match race, with O'Brien and Mercier, Indians, following in that order. The 15 miles handicap was the prize number of the day, and Goerke again rang in from scratch with Drummond holding second place in a strong grip.

Constant commenced gathering his victories with the five miles handicap for those who never had won a race. Constant had won at Guttenberg but had been disqualified. This time nothing happened to rob him of first place, which he bagged from scratch. Carl Segelbach, Indian, was runner-up. The six miles handicap was another of Constant's favorite distances, and he again collected the winner's prize package.

Gladstone's rule of 33 chews to the mouthful for the thorough mastication of food or the modern "Fletcherizing" did not hold good in the hurry-scurry event, for cake and water were pushed down with startling speed, followed by a frenzied removal and replacement of spark plugs, and a hundred yards sprint on foot. Peter Boshen, Indian, was quickest in performing the stunts, and Eugene Pflieder, Yale, was next best. Summary:

Five miles handicap, 50 cubic inches, for previous non-winners—Won by J. U. Constant, Indian (scratch); second, Karl Segelbach, Indian (20 seconds); third, William Pierson, Indian (50 seconds). Time, 6:50½.

Five miles handicap, 50 cubic inches—

Won by Walter Goerke, Indian (scratch); second, Percy Drummond, Indian (15 seconds); third, J. U. Constant, Indian (25 seconds). Time, 6:25.

Special match—Won by Walter Goerke, Indian; second, Howard O'Brien, Indian; third, Ferd Mercier, Indian.

Six miles handicap, 30½ cubic inches—Won by J. U. Constant, Indian (scratch); second, Eugene Pflieder, Yale (35 seconds); third, Andrew Boshen, Merkel (35 seconds). Time, 8:00½.

Two miles hurry-scurry, private owners, 50 cubic inches—Won by Peter Boshen, Indian; second, Eugene Pflieder, Yale; third, Joseph Stevela, Harley-Davidson. Time, 5:16.

Fifteen miles handicap, 50 cubic inches—Won by Walter Goerke, Indian (scratch); second, Percy Drummond, Indian (50 seconds); third, J. U. Constant, Indian. Time, 18:04.

**Oshkosh Sees Three Stirring Numbers.**

Two motorcycle races and a bicycle race, held on a half mile track at the Winnebago county fair, Oshkosh, Wis., on the 29th and 30th ult., evoked great enthusiasm from the crowds of over 1,000 people who were present each day. Elmer Scamman, riding a 4 horsepower Indian, was the winner of both the five miles motorcycle races, which were exciting at all times. On Thursday Scamman and Karl Oaks, Harley-Davidson, had a pretty fight, and for a time the latter forged ahead, but Scamman gradually overhauled him and won by two lengths. Walter Smick, Excelsior, was third. Time, 7:37½. There was a larger field in Friday's race, also at five miles, and again there was action all the way. This time Smick was Scamman's pursuer, and kept hot on his trail all the time, but never could quite catch him. The tailenders were lapped in the third mile, and then Scamman commenced to draw away and won by 100 yards. Smick was second and Oaks third. Time, 7:21. The prizes were cash, which, by the way, swells the professional class a few. The mile bicycle race for boys also proved lively. Scott was given a handicap of 15 seconds on account of his size, but soon was overtaken by Kindler. He held the lead until the last half when Van Name passed him and won by several lengths in 3:31. Skinner was second; Koeck, third.

**Lindens Hold a Real "Fall" Run.**

Leaving in their wake a trail of broken pedals and freshly disturbed earth to mark the spots where they fell repeatedly in the deep sand, 23 of the 26 men who started checked in at the finish in the Linden Motorcycle Club, of Brooklyn, N. Y., annual fall run on Long Island, Sunday, 16th inst. All of the 23 checked in at the dinner stop at Port Jefferson, and on the homeward run, which was much easier than the outward journey, there were no further withdrawals. All who finished will receive silver medals for their work.

**AMUSING NOVELTY AT GUTTENBERG**

**Race Number that Makes Contestants Take to the Tall Grass—Guterman Wins when Chapple Falls.**

On the same treacherous north turn where he has come to grief many times before, Arthur Chapple again was brought to earth, not once but twice, at the Guttenberg (N. J.) track, Sunday, 16th inst., and after being floored the second time was forced to withdraw from the 15 miles professional three-cornered match when he seemed to have a firm grip on first place. Chapple, Merkel, and Guterman and Wennstroem, Indians, were the starters.

At the get-away things looked promising for an exciting race, Guterman leading. Before the backstretch was reached Chapple had pushed his machine to the front and started to make his usual runaway. He steadily widened the gap between himself and the others and at five miles had a lead of nearly a quarter of a mile. He continued to gain until the ninth mile, when he skidded badly on the upper turn and fell. Neither he nor his machine was seriously injured, and he remounted and set out after the two leaders. In the eleventh mile he again went down at almost the identical spot, and this time sustained several bruises and a damaged machine, which forced him to withdraw. Guterman had no difficulty in winning from Wennstroem.

While it may not have been very enjoyable for the riders, the novelty race proved side splitting for the spectators. It was staged in somewhat different form than usual, and really was a cross country sprint. The eight riders were lined up facing the infield, and when the gun dropped they dashed into the weeds and grass. Hoffman, never was passed, and won easily, with Stubner second and Hart third.

Hart starred in the trade riders events, winning both of them handily, while Guterman captured his five miles match with Wennstroem. Summary:

Two miles novice—Won by Charles Engle, Indian; second, G. R. Crapps, R-S; third, T. Maynz, N. S. U. Time, 2:26.

Ten miles, trade riders—Won by Frank Hart, R-S; second, Martin Wright, Indian; third, Charles Ruck, R-S. Time, 11:16.

Five miles match, professional—Won by L. H. Guterman, Indian; second, R. T. Wennstroem, Indian. Time, 5:47.

Two miles novelty—Won by A. Hoffman, Merkel; second, W. F. Stubner, Indian; third, Frank Hart, R-S. Time, 4:38.

Fifteen miles match, professional—Won by L. H. Guterman, Indian; second, R. T. Wennstroem, Indian. Time, 17:47.

Twenty miles handicap, trade riders—Won by Frank Hart, R-S (scratch); second, Martin Wright, Indian (2:40); third, J. B. French, Indian (-:20). Time, 21:27.



**DE ROSIER A MANAGER AT ASCOT**

Promotes a Motorcycle Meet in Los Angeles—Graves, Huyck, Seymour and Balke Provide Excitement.

In opposition to the bicycle races held at Fiesta Park on Sunday, 9th inst., Jake DeRosier mustered his warriors and some from other camps and put on a rival motorcycle meet at the Ascot Park mile dirt track. In addition to acting as manager of the meet Jake also rode an exhibition, but left it to the other performers to furnish the fireworks, which they did in full measure.

M. J. Graves wrested from Fred Huyck the Ascot mile record of 53 $\frac{3}{4}$  seconds, which the latter hung up in 1908. Graves looped the oval in 52 seconds flat, thereby placing the record to the credit of the Merkel. However, Huyck probably will not feel so bad over his lost laurels, for he now belongs to the Merkel outfit. Ray Seymour furnished the sensation of the day and incidentally had a close call from serious if not fatal injury. While beating it in the sixth mile of the half hour race, which was a high pressure event all the way, Seymour's rear tire let go and wrapped itself around the wheel. This checked the speed of the machine suddenly and Seymour was hurled through the air landing on the inner fence. He hung there half dazed and his machine lay on the track while the others flew past at full tilt. When lifted off he was found to be uninjured save for an abrasion of the left arm where it came in contact with the fence and the shock. His left legging was torn off when he struck the fence.

Charles Balke won the half hour race, the stellar event, reeling off 29 $\frac{1}{4}$  miles, almost a mile a minute average. Bueneman was second with 28 $\frac{3}{4}$  miles. Balke also gathered in the ten miles handicap from scratch, with Bueneman second on a half minute allowance. Paul Derkum received plaudits from the crowd of 1,500 people for winning his three miles match with Clayton on a flat tire. The tire went down in the last lap, but Derkum had sufficient lead to enable him to wobble across the tape a winner. Derkum also defeated Clayton in a five miles race. DeRosier rode a two miles exhibition in 1:56.

One of the best numbers on the card was the Graves-Seymour match at five miles, which was run before Seymour did his aeroplane feat. With the intense rivalry existing between these two cyclones the crowd looked for some red hot scrapping, but was disappointed. Graves jumped Seymour at the start in both heats and never was caught. He did the first heat in 4:25 and the second in 4:29. Summary:

Ten miles handicap—Won by Charles Balke (scratch); second, Bueneman (30

seconds); third, Lamton (1:20). Time, 11:00.

Four miles, 2 $\frac{3}{4}$  horsepower machines—Won by L. A. Miller; second, Lenihan. Time, 6:21.

Five miles, stock machines—Won by Knappe; second, Briggs; third, Johns. Time, 5:51.

Half hour race—Won by Charles Balke, Merkel; second, Bueneman. Distance, 29 $\frac{1}{4}$  miles.

Five miles open—Won by Paul Derkus; second, Clayton. Time, 5:20.

Three miles match, professional—Won by Paul Derkus; second, Clayton. Time, 3:14.

Five miles match, M. J. Graves, Merkel, vs. Ray Seymour, Indian—First heat won by Graves; time, 4:25. Second heat and match won by Graves. Time, 4:29.

Two miles exhibition by Jake DeRosier, Indian. Time, 1:56.

One mile time trial against track record of 53 $\frac{3}{4}$  seconds, made by Fred Huyck, Indian—M. J. Graves, Merkel. Time, 0:52.

**McCarver Fatally Injured at El Paso.**

Making a supreme effort to gain the lead in the last lap of a five miles race at El Paso, Ill., on Thursday, 13th inst., John McCarver, a well known rider of Indianapolis, Ind., while rounding a turn swerved into the machine in front and was hurled against the fence, sustaining a fractured skull and other injuries from which he died as he was being removed from the ambulance to a hospital in Bloomington a few hours later. Fred Hoeffler of La Salle, with whom McCarver collided, was thrown several feet and was picked up unconscious and taken to a hospital suffering from internal injuries. Carl Booker, of Leroy, Ill., who was close behind, was unable to avoid the wreckage and crashed into it, sustaining a broken leg. He was taken to a Peoria hospital. Hoeffler and McCarver, who rode Excelsiors, had been having a lively seesaw for the lead until the accident occurred, and were riding with a dash that electrified the spectators. McCarver, who was 21 years old and unmarried, was employed in the motorcycle department of the Hearsey-Willis Co., Indianapolis, and was well known in that section through his participation in motorcycle contests. He competed in the 1909 national endurance contest, making a perfect score. While riding at a race meet at Lebanon, Ind., July 4, he ran into a spectator and was seriously injured.

**Great Neck to Have Cycle Races.**

Election day, November 8, will be celebrated in Great Neck, L. I., with a two hours' bicycle race, to be put on by the Great Neck A. C. on its track. It will be a team event, two men to a team, and will be open to all. The starting hour has been set for 2 p. m., and prizes will be awarded to the first three teams to finish. Entries close with W. J. Burke, Great Neck, L. I., November 2.

**CLOSE FINISHES AT FIESTA PARK**

Los Angeles Cycle Fans See Lively Program—Walker Captures Two—Pye Defeats Duer Behind Pace.

Fast time and close finishes marked the bicycle meet at Fiesta Park, Los Angeles, Cal., Sunday, 9th inst., with Gordon Walker as the topnotcher in the pro class. Walker first distinguished himself by winning the one-fifth mile event in two straight heats. The final was brimming over with action from the start to finish, with Walker, Carslake, Diefenbacher and Pye bunched at the tape.

Walker made an even better showing in the two miles open, putting on a spurt in the last lap which carried him from fifth to first, which he held at the tape. Brodbeck was half a yard behind Walker, and Carslake and Diefenbacher neck-and-neck. There was some pretty jockeying in the last mile, with Brodbeck leading until Walker scooted past him.

The final heat of the motor paced race brought the fans to their feet for the "steenth" time that day. Pye took the lead at the start and held it throughout, but only after outriding Ray Duer, who fought him tooth and nail until toward the last, when he became disheartened and dropped out. Duer made his supreme effort in the second mile, and had Pye considerably worried, but the latter managed to prevent Duer from passing him. Repulsed, Duer settled down again and after the third mile ceased to be dangerous. Pye rode very steady, reeling off the laps like clockwork. Summary:

One lap Overland Club race—Won by Hulst; second, Rusher. Time, 0:27.

One-fifth mile open, professional—Won by Gordon Walker; second, Brownie Carslake; third, R. Diefenbacher. Time, 0:24 $\frac{3}{4}$ .

Three lap handicap, amateur—Won by Rusher; second, Fousley; third, Smith. Time, 1:15.

Two miles open, professional—Won by Walker; second, Brodbeck; third, Carslake. Time, 5:06.

Two-fifths mile, coast championship, amateur—Won by Huey; second, Pearen; third, Bodkin. Time, 0:57.

Musical chair race—Won by Brodbeck; second, Brown.

Motor paced, three heats—First heat, two miles, won by Ray Duer; second, Keefe; time, 3:19 $\frac{3}{4}$ . Second heat, two miles, won by E. A. Pye; second, Brodbeck; time, 3:21 $\frac{3}{4}$ . Final heat, three miles, won by Pye; second, Duer; time, 5:00.

"Care and Repair of Motorcycles"; new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. Bicycling World Co., 154 Nassau street, New York.



## LOS ANGELES RECORDS REJECTED

Whittler and DeRosier Fail to Observe  
Technical Requirements—Chairman  
Reviews Situation in Detail.

With the receipt of advices by Chairman J. P. Thornley of the competition committee of the Federation of American Motorcyclists from his Pacific coast representatives this week, things came to a head in the matter of records which F. E. Whittler, on a Merkel, and Jake DeRosier, on an Indian, claim to have made on the Playa Del Rey mile motordrome, Los Angeles, Cal., on Sunday, 2d inst. The outcome of the affair, which has engendered considerable bitterness among the factions concerned, is that all the records which are claimed have been rejected by Chairman Thornley, for reasons which he sets forth in a formal statement.

DeRosier, having secured a sanction for record trials on Saturday, 1st inst., intended to go after the 100 miles record, but through the alleged failure of the timers to appear, was unable to do so. Instead, he went against his mile record of 0:43 $\frac{2}{3}$  and cut it to 0:42 $\frac{2}{3}$ , which was caught by three watches, in the hands of Graves, Ward and Kittle. The next morning Whittler went after the 100 miles record, but was forced to quit in the fifty-first mile by a broken valve. He did the 5 miles in 36:40 $\frac{2}{3}$ , breaking all previous records from six miles up. Later in the day DeRosier went against these new figures under the sanction which he had received for the previous day, and which was held by Chairman Thornley to be valid on Sunday, owing to the failure of the officials to be present on Saturday, for which the sanction originally was issued. In his century attempt DeRosier was accompanied by Ray Seymour, also on an Indian. DeRosier did the hundred in 1:20:50 $\frac{2}{3}$ , which was considerably better than the old record made by him last May, and Seymour also finished inside the old figures. DeRosier also again went against the mile record on Sunday and again was clocked in 0:42 $\frac{2}{3}$ .

When reports of the records reached New York, inquiry to Chairman Thornley elicited the statement that he would take no action pending the receipt of official advices, but he intimated that the records would be rejected unless the rules had been complied with in every particular. It now appears that the evidence since presented to him is unsatisfactory and the records have been thrown out, DeRosier's on the ground that no affidavits were filed by the officials within the prescribed time, and that no certificate of measurement was filed. In Whittler's case the chief ground for rejection is that official measurement failed to show that his machine was inside the official limit of 61 cubic inches. Chair-

man Thornley's statement is as follows:

"In reference to the recent efforts at record breaking in Los Angeles, I wish to state that neither DeRosier's nor Whittler's records can be accepted as official. In the case of Whittler's record, it is rejected for a number of reasons, but principally because his machine was not officially found to be of 61 cubic inches capacity or under. The first measurement was official; the second measurement could not be official because it was not made under the proper condition.

"In DeRosier's case his record cannot be accepted for various reasons, but principally because no affidavits have been filed within the prescribed time. Neither have I any

the record probably will be rejected. The F. A. M. and the competition committee will not hold themselves responsible in any way for errors made under such circumstances.

"Second: The track must be measured and the surveyor's certificate must accompany the application for recognition of a record.

"Third: Watches must be certified and the sworn statement of a competent jeweler or watchmaker testifying to the accuracy of the watches must accompany the application.

"Fourth: All judges, timers and scorers must sign sworn affidavits as to the accuracy of their individual observations and statement.

"Fifth: In case a record is broken the referee immediately shall take actual possession of the machine and keep it under his charge until it can be measured.

"Should reasonable opportunity be given anyone to tamper with the machine before it is measured, this alone may nullify the record, but the measurement must be made in public, i. e., not behind closed doors by a few interested people, and the man who measures it must make an affidavit to the truthfulness and accuracy of his measurements. The referee must file an affidavit that to the best of his knowledge and belief, every official was at his post and attending to his duties, that the machine was properly measured in his presence, and that the record is true and accurate. These documents must be mailed to me within 15 days of the event, and the postmark will be taken as evidence of the date of forwarding.

"Any link in the above chain of evidence which may be defective will become a matter of investigation and will in all probability cause the record to be rejected. It will be far better, therefore, for those who in future attempt to break records to see to it that all these technicalities be carefully observed. The authenticity of our records has been questioned in other countries as well as this, and as long as I am chairman of the competition committee I shall not accept any record about which there is the slightest reasonable doubt, for I am anxious to see to it that our records are accepted by the world at large without question."

### Harwood Holds to Form at Marion.

Motorcycles shared honors with the ponies at the races at the Marion (Ind.) fair, on the 13th inst. Carlton Harwood, Indian, who has yet to be defeated this year, preserved his enviable record by winning the ten miles race handily against a field of six starters. He led from start to finish and was not forced to ride all out to win. Raymond Creviston, Indian, was a good second, and Peter Wilson, Yale, arrived third. Time, 13:58 $\frac{1}{2}$ . Harwood's victory netted him \$50 in cash, in addition to a berth in the pro class.



"POOR COMPRESSION"

information that his machine was measured at all. I wish to say here that I do not question anybody's honesty or integrity in the matter, and personally do not believe that any intentional misrepresentation or mistake has been made. The rules are very explicit in this matter, and they must be carefully observed. For the benefit of anyone who may wish to try for records in the future, I would like to present the competition committee's interpretation of the rules:

"First: All attempts to break records must be sanctioned by the chairman of the competition committee, and the referee appointed by him. Therefore, no record possibly can be official which is not made at a sanctioned meet. I am anxious and willing to facilitate and help all I can in such matters, and when sanction is applied for by telegraph within 24 hours of the proposed trial, I am willing to issue such a sanction, but all concerned must run the risk that the technicalities surrounding the making of the record may not be observed for lack of time or due preparation, and



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Belts? Yes, of course, and the same belts with which the run was started are still in use and in perfect condition, showing no stretching whatever.

The teams would be running yet in as good form as ever, but Richardson was put out through collision with an automobile on a turn out of La Porte, Ind.

The original Excelsior entries were 4 trade riders, all of whom finished perfect, and 9 private owners, 7 of whom finished perfect, but one was disqualified for entering a secret control one minute ahead of the time limit.

One was delayed by tire troubles and one was put out by a fall that bent his front wheel, giving, out of 13 starters, 11 Perfect Scores, one, 976 points.

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## ST. LOUISANS BANQUET BASSETT

Cycling Enthusiasts Give the Veteran an Eye-Opening Experience—His Speech at Good Roads Convention.

Cyclists in St. Louis, Mo., had something of a celebration and "blow out" previous to the National Good Roads convention in that city in a banquet tendered to Abbott Bassett, the veteran secretary of the League of American Wheelmen, who came from Boston to deliver a speech at the convention on "When the Good Roads Movement was Young." As soon as it became known that the cycling sage was billed to appear at the convention, the St. Louis Cycling Club, through Matt Gilbert and H. G. Wolzendorf, arranged to entertain him and to give a "feed" in his honor, the affair being arranged to take place at the Mercantile Club on Wednesday night, 28th ult.

When Bassett arrived at the banquet room, he beheld a sight that was calculated to upset his expressed notion that the "good, old-time bicycling spirit" could be found only in the old timers, as by far the majority of his hosts were enthusiastic cyclists in the period of young manhood. With the exception of Thomas C. Whitmarsh, once chief consul of the Arkansas division of the L. A. W., and for a few others, all were young riders who ride bicycles "as they should be ridden."

In making his remarks, Bassett recalled the day when he first became acquainted with cyclists from St. Louis—the day when the "St. Louis Toughs" coasted down Mt. Washington, a performance that startled the whole realm of cycling in the East. He expressed his commendations for the way in which the young men of St. Louis maintain and represent cycling as a sport and pleasure.

William M. Butler, who for a long time was secretary of the Missouri division of the L. A. W. and who was a former president of the club, discussed the progress being made in local highway improvements, and Fred W. Hunicke, a college student who spends his summers pedaling about Europe a-wheel, described some of his experiences in England, Scotland and Austria. An account of the beginning of the good roads movement in St. Louis was the subject of a talk by Wolzendorf. Harry S. Sharpe, who at one time was a professional pugilist, gave an extended review of "The Fine Influences of Bicycling as Compared with the Influences of Other Sports," after which R. M. B. Tidd, former president of the club, spoke on "The Moral Influences of the Bicycle." The banquet was "bossed" by Captain Robert E. Lee, who has the reputation of being the champion story teller of Missouri.

At the Good Roads convention itself, Bassett's speech not only gave the delegates

a fresh grip on their knowledge of the past, but also was suggestive in ideas for their future campaigning. His speech in part was as follows:

"The United States celebrated its hundredth birthday, at Philadelphia, in 1876, and one of the most attractive features in the exposition was an exhibit of bicycles by an English firm.

"America saw the machine and leaped into the saddle. It was not until men mounted on wheels which they had to push that the real condition of the roads was discovered. The horse knew all about it but never told. His driver knew very little about roads. Wheelmen never asked a team driver about the condition of this or that road. They looked up another wheelman when they wanted the best road to a given place. Out of the sorrow of wheelmen came the birth of good roads. In 1880 they got together and started in to secure their rights to ride on such roads as were then in existence. To get the right to ride at all took many years and it was not until 1888 that we went to work in real earnest to mend our traveled ways.

"As editor of the L. A. W. publications, I had published in our official organ a very complete article on Macadam and Telford Roads, by Luther H. Porter, of Orange, N. J. The demand for this article was so great that our edition was completely exhausted. This extraordinary demand determined me to write a pamphlet myself. I didn't know anything about road-building, but you can always trust a newspaper man to fill up and give out on any subject. I produced a pamphlet including Porter's article and a lot of matter borrowed from men who know all about road building. We sent it to every member of every legislature in the country, to road surveyers, engineers, commissions, to the press and to state officers. We sent out 450,000 of these missionaries. The little book was read, we have reason to believe, by a large majority of those who received it.

"The next year we followed with another pamphlet. In 1869, the State of Massachusetts offered a prize of a thousand dollars for the best essay on Road Building. Clemens Herschel, a well known engineer, took the prize. This essay and two others which had been given honorable mention, one by Prof. Samuel F. Miller, and one by Henry Ovrión, were buried in the Massachusetts Agricultural Report of 1869-70. We took these essays and put them into book form. It was an expensive undertaking and we decided to invoke the aid of the cycle manufacturers. Our first call was on the late Colonel Albert A. Pope. We told him that we wanted his name at the head of the list, prefixed to a goodly-sized contribution, as an incentive to those whom we should ask to follow. His reply was characteristic. "No matter about the others; get out your book and send the bill to me."

"We sent half a million of these books to the list used before. After this Isaac B.

Potter took charge of the highway department. In 1891 was published his well known 'Gospel of Good Roads,' which struck 12 o'clock for the public.

"In 1892 we started the Good Roads Magazine, which we ran ten years. At one time with a circulation of 12,000.

"These are the agencies employed by the L. A. W. in starting the movement for the improvement of our highways. They were the initial steps that set the people to thinking about roads and calling for improvement. It gave the cause a start that nothing could restrain. Other people have taken up the work, all profiting by the start given to it by the wheelmen of the eighties.

"Our first steps were in the line of education and agitation. We went into politics and the wheelmen's vote was large enough to be seen by the politician without the aid of glasses. The states, led by Massachusetts, took hold of the work and Highway Commissions were formed. The Government at Washington annexed the Bureau of Road Inquiry to the Agricultural Department. Soon nearly every state had a Highway Department. From this point the work has gone bravely on and nothing evidences its marvelous growth more than this representative convention of men of all interests united for a common cause.

"Today the problem is to keep the roads after they are built. The inventive genius of the world is at work to secure a good surface that will stand the wear and tear of the heavy vehicles now passing over them. In the old days conservatism opposed the locomotive for fear it would displace the horse; the frightened horse tried in vain to drive the bicycle from the highway; conservatism of today would, if allowed, forbid the auto that tears up the macadam. But the men of today look ahead and we are bound to have roadways to match the traffic.

"The bicycle has not gone out. More bicycles are being sold every year. We gave good roads, fitted to our purposes, to the country. They are not the roads demanded today, but our roads led the way to your roads and we are with you, hand and glove, in the movement to supply the highways that are demanded. For your roads shall be our roads and wheresoever you shall go you will find us close behind."

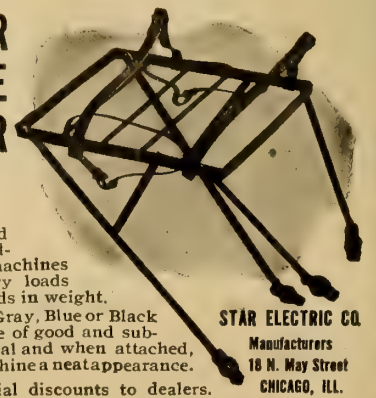
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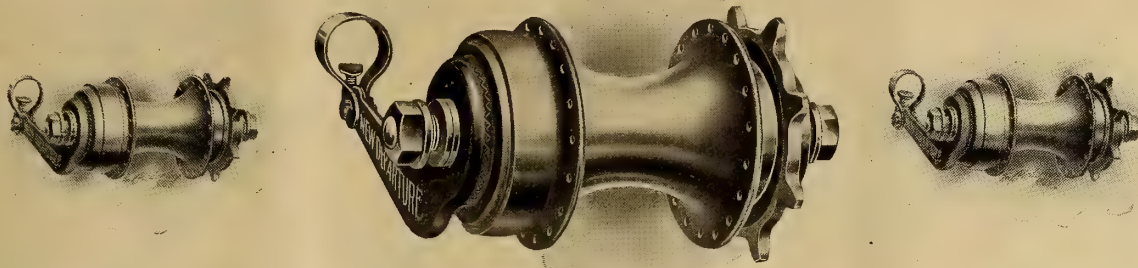
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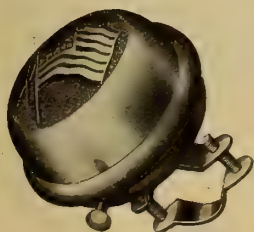
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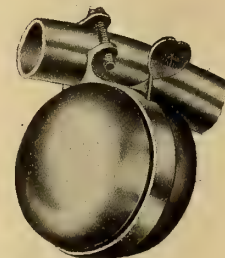
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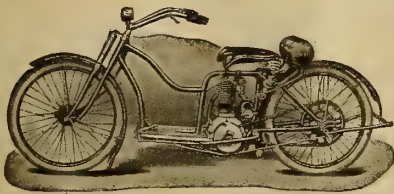
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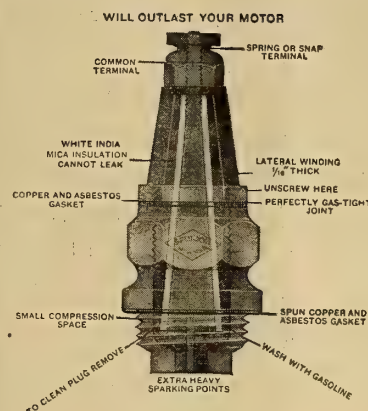
will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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## Whittler Shatters All Records

Equipped with

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Whittler on a Merkel broke all records from six to fifty miles at Los Angeles, October 2d, making the full distance in the unprecedented time of 36 : 30.

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"Care and Repair of Motorcycles;" new edition; revised and enlarged to 72 pages; contains illustrated chapter on magnetos. 25 cents. **Bicycling World Co., 154 Nassau Street, New York.**



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## HAVE QUALIFIED

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## N. S. U.

### THE WONDERFUL TWO SPEED AND FREE ENGINE MOTORCYCLE

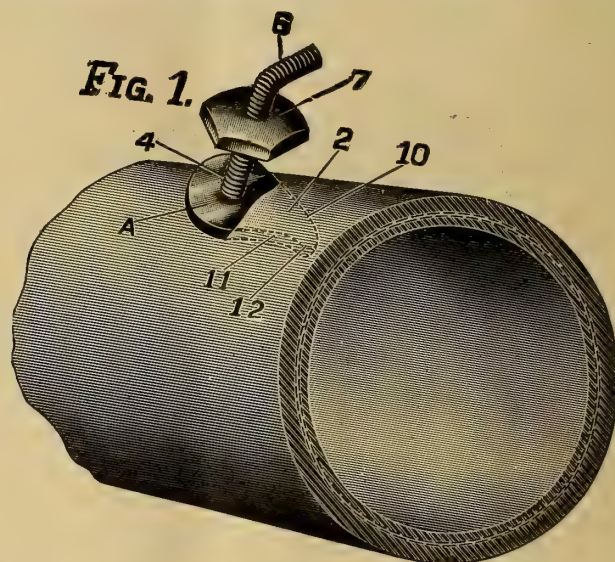
It came from San Francisco to New York—3843 miles in 28 actual riding days over a course which thoroughly tried out every idea, every form of construction we have designed.

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Be wise—whether you want to save money, annoyance or time, you cannot do better than to buy an N. S. U. *Let us tell you more.*

**N. S. U. MOTOR COMPANY**  
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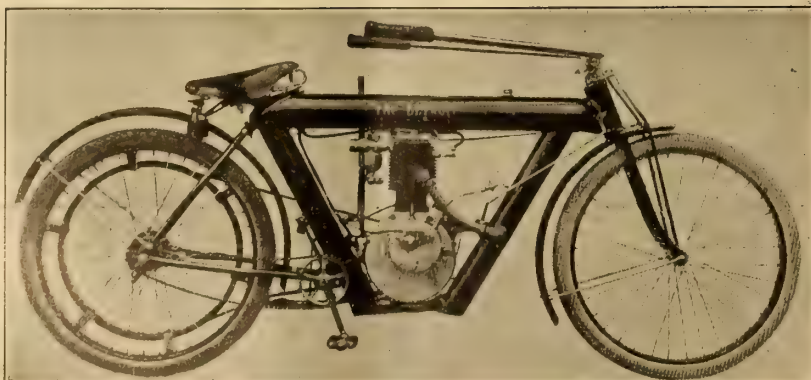
NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

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Innumerable advantages over the usual bicycle with machinery and equipment.

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Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

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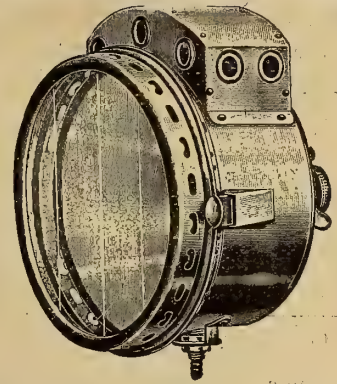
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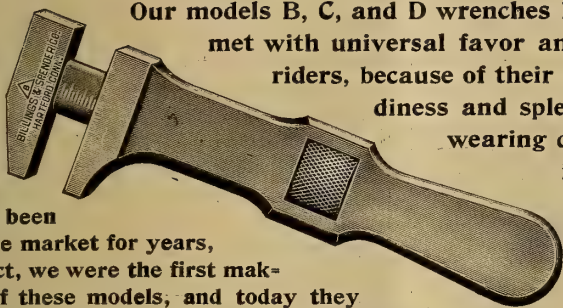
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Our models B, C, and D wrenches have met with universal favor among riders, because of their handiness and splendid wearing qualities.

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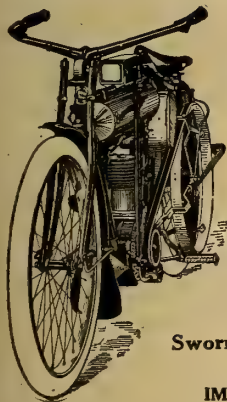
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Strong, accurate and durable. For 20 years the quality standard. Kept in stock by all jobbers. Let us cut your sprockets.

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Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most **CONSISTENT PERFORMANCE** of the 50 contestants.

The Yale team—as usual—achieved a clean score.

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The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

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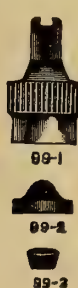
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we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



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The Star Ball Retainer Co.  
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

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with Fibre Friction Shock Absorber, are Superior.

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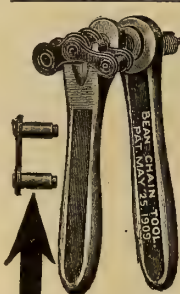
PERRIN B. WHITNEY, Manager.

INDIAN MOTORCYCLES

## HIGH GRADE

wheels must have  
the best equipmentsThere is nothing that gives more value for the  
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ROLLER CHAINNOISELESS IN MUD,  
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ALWAYS EASY RUNNINGThe only chain having FRICTIONLESS  
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CHAIN TOOL

TWO IN ONE

Will easily remove  
rivets like this.See that extra sec-  
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sible handle, making

one Tool equal to two of any other.

Adapted for any Motor-cycle Chain.

We have the only Patent for this

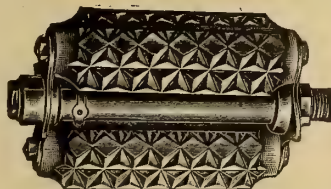
Tool, beware of infringing articles.

Write for circular and prices!

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## Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Stee  
Mud Guards, Braces, Lacing, Bolts Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

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## BICYCLE LUGGAGE

## CARRIER

Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
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The IVER JOHNSON  
Safety Automatic Revolver—the finest revolver in the world—cannot  
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The value we put into it demands its sale  
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Increases enjoyment, comfort and safety of motor-  
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That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

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With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

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These tires are not "seconds."

**1909 M & W moulded double clinch.**

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Most motor builders now using our Grey Iron Castings are graduates of the school of experience—they used "other kinds" first. Check us up.

THE MANUFACTURERS FOUNDRY COMPANY  
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## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

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Price Each  
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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

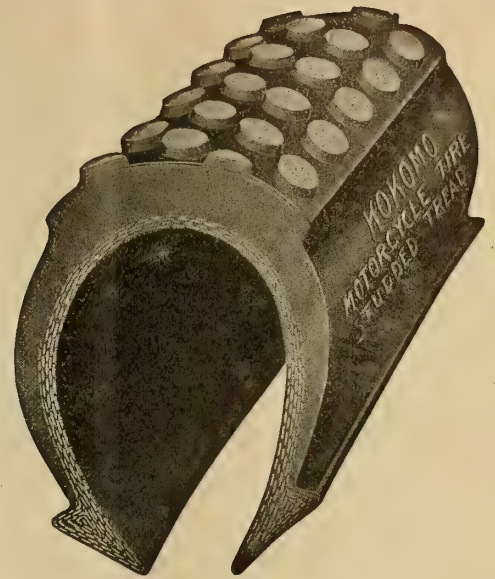
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# Kokomo Miles Number Millions

and they show a tire service that is unsurpassed in endurance, comfort and economy. We have been making Kokomo tires for years and years, and every year the riders and the trade want more.



# K O K O M O Motorcycle Tires

embody a tire making experience that means something to you in handling or riding them.

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# 7000 MILES

WITH ONE SET OF

# WHITNEY MOTORCYCLE CHAINS

Minneapolis, Minn., October 7, 1910.  
WHITNEY MFG. CO., Hartford, Conn.

Gentlemen: We are pleased to inform you that A. H. Helgeson has completed his trip from Los Angeles to New York by way of Spokane, having covered over 7,000 miles on one set of Whitney chains. He has never had a broken chain and has not even exchanged drive chain for pedal chain.

Yours very truly,

MINNEAPOLIS MOTORCYCLE CO.





# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
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# *Thor* Motorcycles REALLY DO THINGS!

¶ The F. A. M. Western District Endurance Contest was the most severe contest ever held.

*Thor*

## Motorcycles Won the Western District F. A. M. Endurance Contest

- ¶ This is only another demonstration that the *Thor* IV is built for service.
- ¶ Only perfect scores F. A. M. Endurance Contest.
- ¶ Only single cylinder motorcycle to finish Indianapolis Endurance Contest.
- ¶ Live agents are securing the *Thor* agency because *Thor* motorcycles sell easily.

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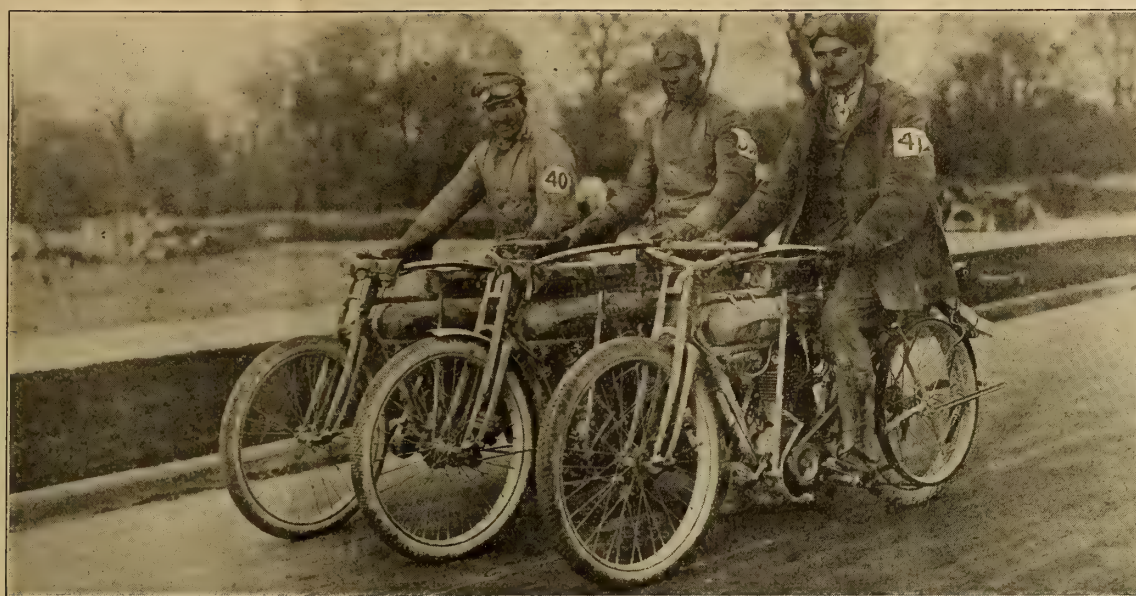
**Chicago, Illinois**

A. FREED, San Francisco, Cal.  
J. S. LENG & SONS CO., New York, N. Y.  
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GUS HABICH, Indianapolis, Ind.  
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# YALE

## Makes a Perfect Score for 2293 Miles

**WAS READY TO REPEAT THIS WONDERFUL PERFORMANCE WHEN THE LONGEST ENDURANCE CONTEST OF THIS OR ANY OTHER YEAR WAS ENDED**

The Yale did not incur a single penalty due to faults of construction in the wonderful Chicago-Indianapolis Contest, which begun October 7th, and was expected to end on the following day.

Teams and private riders to the number of 72 motorcyclists went over the course so successfully that there were 4 teams—among them that of the Yale—which ended the distance with a perfect score.

The run back to Chicago was finished with perfect scores all around, after which the contest settled down to 208 miles daily—Chicago to South Bend and return—until only one team was left battling with the Yale for the coveted trophy.

The Yale team was finally eliminated for technical reasons which did not in the slightest degree reflect upon the superb qualities which had been exhibited by each Yale machine up to that time.

It was conceded by all, that the consistent performance shown by the Yale was not excelled by any other team which took part in this remarkable contest, requiring as it did, 13 days for decisive action by the judges.

No other record stands higher, with the exception of the Yale's own achievement in 1909, when the Yale team established the world's record for endurance by making 600 miles at an average speed of 20 miles per hour, without an adjustment.

THE 1911 YALE MODELS WILL BE READY FOR DELIVERY NOVEMBER 15TH. WRITE TODAY FOR FULL ADVANCE INFORMATION ABOUT THEM. THEY ARE STRICTLY 1911 MODELS—YOU NEED NOT WAIT UNTIL THE MIDDLE OF NEXT YEAR FOR THE BEST FEATURES OF THE BEST MOTORCYCLE MADE.

## The Consolidated Manufacturing Co.

1709 Fernwood Ave.

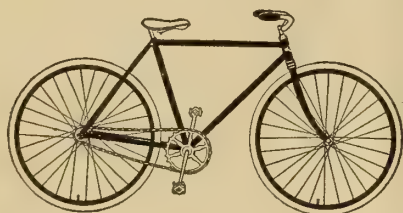
Member A. L. A. M.

TOLEDO, OHIO



# FAY

## Juveniles for the Christmas Trade



## Take Time by the Forelock

FAY BICYCLES for boys and girls sell the year round, but at Christmas time there is always a big jump, and many of our dealers year after year do a surprisingly good business. Some do much better than others—they are the ones who keep the opportunity in mind and make the most of it. If YOU are not one of these, why not make a special effort this year? The first thing to do is arrange for a supply of Fays to reach you just as soon as the Holiday buyers begin to "look around." The secret of Holiday sales is to have the goods in stock, well displayed for inspection and for immediate delivery. About November 15th begin sending out mailing slips with cuts of the bicycles and reading matter pointing out the desirability of a bicycle as a Christmas present. We will supply the cuts.

Fay Juveniles are made with 20 inch, 24 inch and 26 inch wheels. If you don't already handle them let us send you catalog and dealer's prices.

For this Trade it is Time to Take Action Now

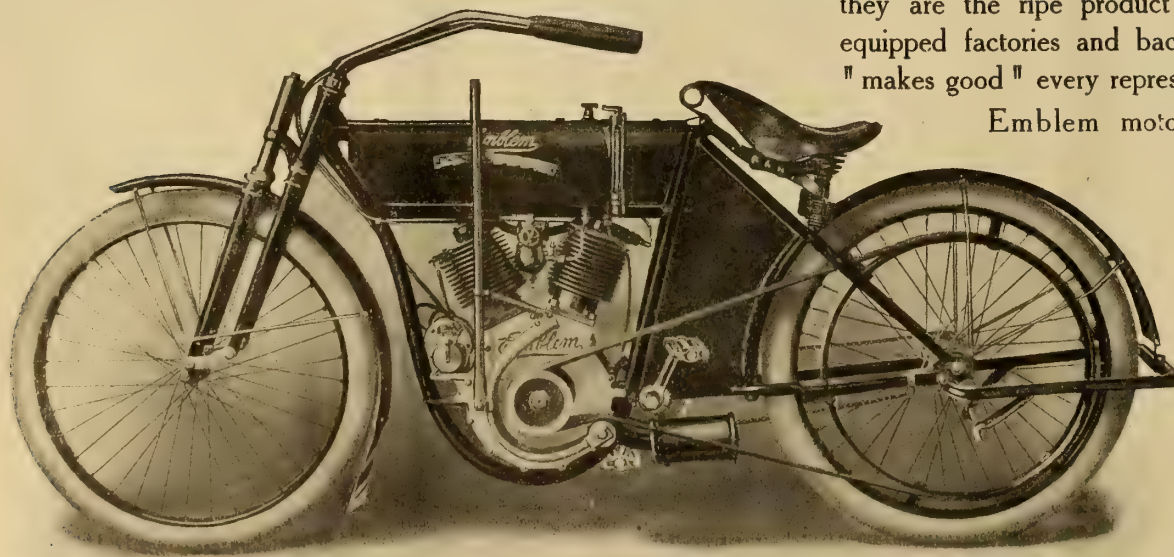
**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**

## A Business Getter and a Moneymaker

agents who are live enough to welcome Opportunity when it comes tapping at the door. Those agents who wait until the door is kicked in will wait in vain. Emblem motorcycles are not an experiment, not an unknown quantity. On the contrary,

they are the ripe product of one of America's best equipped factories and backed by an organization that "makes good" every representation.

Emblem motorcycles offer more for the money than has ever been heretofore attempted.



## EMBLEM Motorcycles

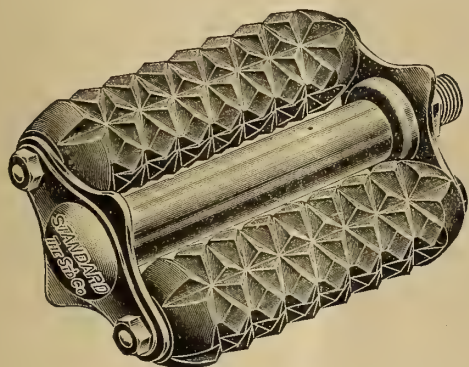
Here are a few features: Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only part of Emblem attractiveness.

**EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.**

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith & Guthrie Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for Virginia, West Virginia and North and South Carolina.



This is the pedal  
you want for  
your motorcycle.



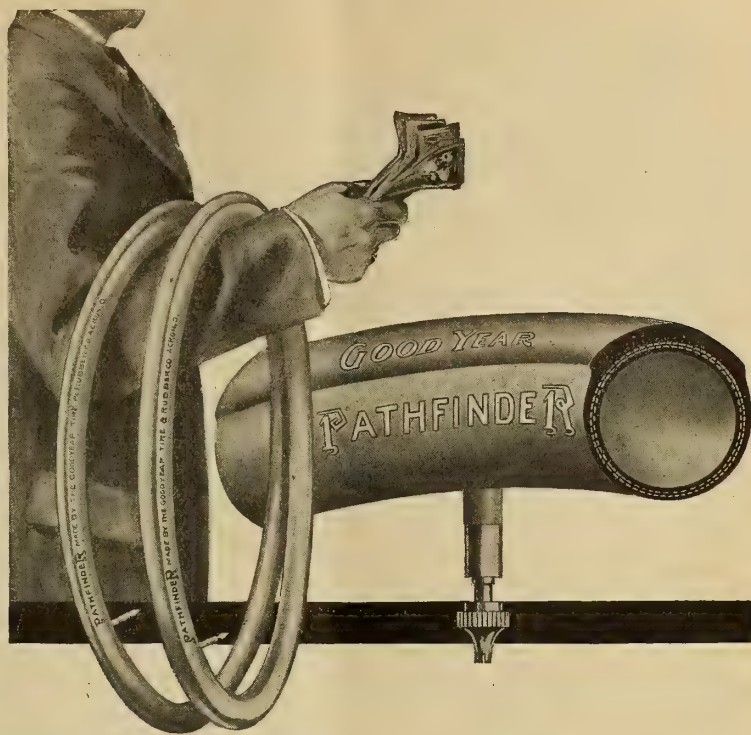
### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT



## You Make More Money on Tires

when your customers **save** money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would

pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Many dealers—in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter today.

## The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.



# FISK *Quality* BICYCLE TIRES

BECAUSE the name and fame of Fisk Tires were established upon a basis of Quality that has always been conceded as superior.

## FISK BICYCLE TIRES

are invariably chosen by wheelmen who take a pride in their mounts and who have a due regard for economy of maintenance. Write for illustrated booklet and prices.

WHY you  
should use  
them.

THE FISK RUBBER COMPANY

Department E

Chicopee Falls, Mass.

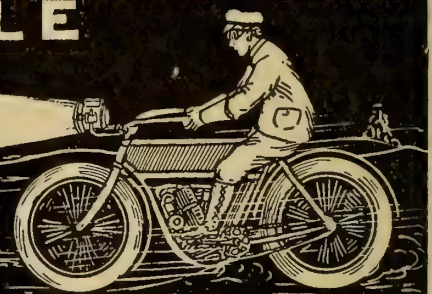
*Branches in Twenty Cities*

THE

MOTORCYCLE

*20<sup>TH</sup> Century*

HEAD  
and SEARCHLIGHTS



# REMOVAL NOTICE

Owing to our need of greater facilities for the manufacture of our Bicycle and Motorcycle Lamps we have removed our factory and offices to

420-422 Ogden St.

NEWARK, N. J.

*20<sup>th</sup> Century Mfg Co*

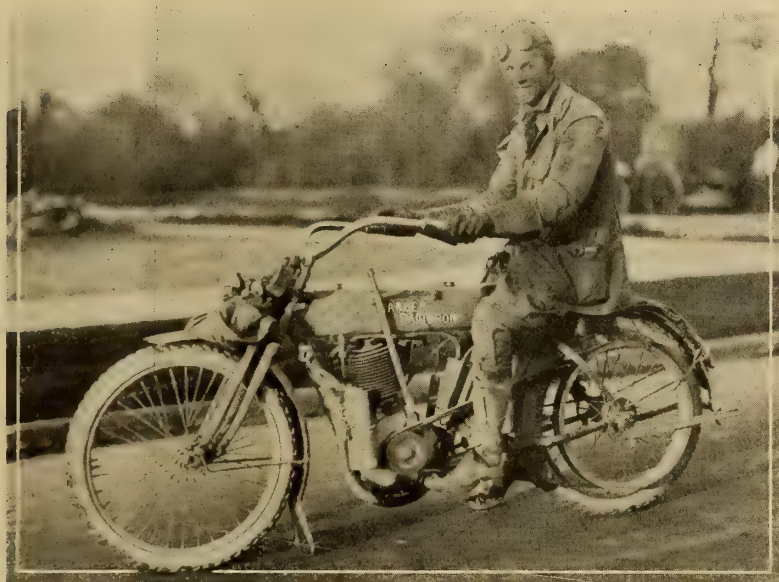


# 2561 MILES IN 12 $\frac{1}{2}$ DAYS

## Without a Repair or Replacement

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This remarkable record made in the contest for the CHICAGO AMERICAN CUP by Mr. R. E. Underhill, A PRIVATE owner, on his single cylinder stock Harley-Davidson is without an equal in the history of motorcycling.

## Just Another Proof of HARLEY-DAVIDSON RELIABILITY

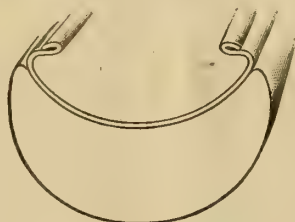


HARLEY-DAVIDSON MOTOR COMPANY, Milwaukee, Wis.

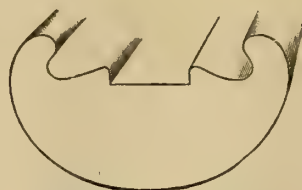


# THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE  
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent. Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE—ONAWAY, MICH.

## N. S. U.

### THE WONDERFUL TWO SPEED AND FREE ENGINE MOTORCYCLE

The N. S. U. has never met its equal in comfort, simplicity, endurance or economy. The two speed feature, the two brakes, the correct balance and high class of material gives you a motorcycle of which you will always be proud and which will run better and smoother, and for a longer period than any motorcycle built. Remember

**'Frisco to New York**  
3843 Miles in 28 Riding Days

**210 Miles with One Gallon**  
**The World's Record for Economy**

*You must be interested in this unapproachable motorcycle.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street NEW YORK

### That Pike's Peak Record

The Springs to the Tip Top  
12 Hours, 15 Minutes

was made on Bosch-Equipped Indians by Arthur Stevenson, C. S. Reasoner and B. B. McReynolds.

And McReynolds says:

"And I want to say a good word for the Bosch Magneto—a great deal depended on a quick start which required a quick spark. In fact, we had to have an explosion the first time over and we certainly got it from the Bosch."

That sort of endurance runs and records and the sort that William Streiff made in his trans-continental tour on the Bosch-equipped N. S. U. can be accomplished

IF YOU RIDE A  
**B O S C H**  
**EQUIPPED**  
**MOTORCYCLE**



# **ELEVENTH NATIONAL AUTOMOBILE SHOW**

AT

**Madison Square Garden  
New York**

Under the Auspices of the

**Association of  
Licensed Automobile  
Manufacturers**

**PART I. January 7-14, 1911**

**Gasoline Pleasure Vehicles,  
Parts and Accessory Manufacturers.**

**PART II. January 16-21, 1911**

**MOTORCYCLES,  
Electric Pleasure Vehicles, Commercial Vehicles,  
Parts and Accessory Manufacturers.**

Sanctioned by the National Association of  
Automobile Manufacturers, the Motor and  
Accessory Manufacturers' Association and  
the Motorcycle Manufacturers' Association.

**OFFICE OF THE MANAGEMENT: 7 East 42d Street, N. Y.**



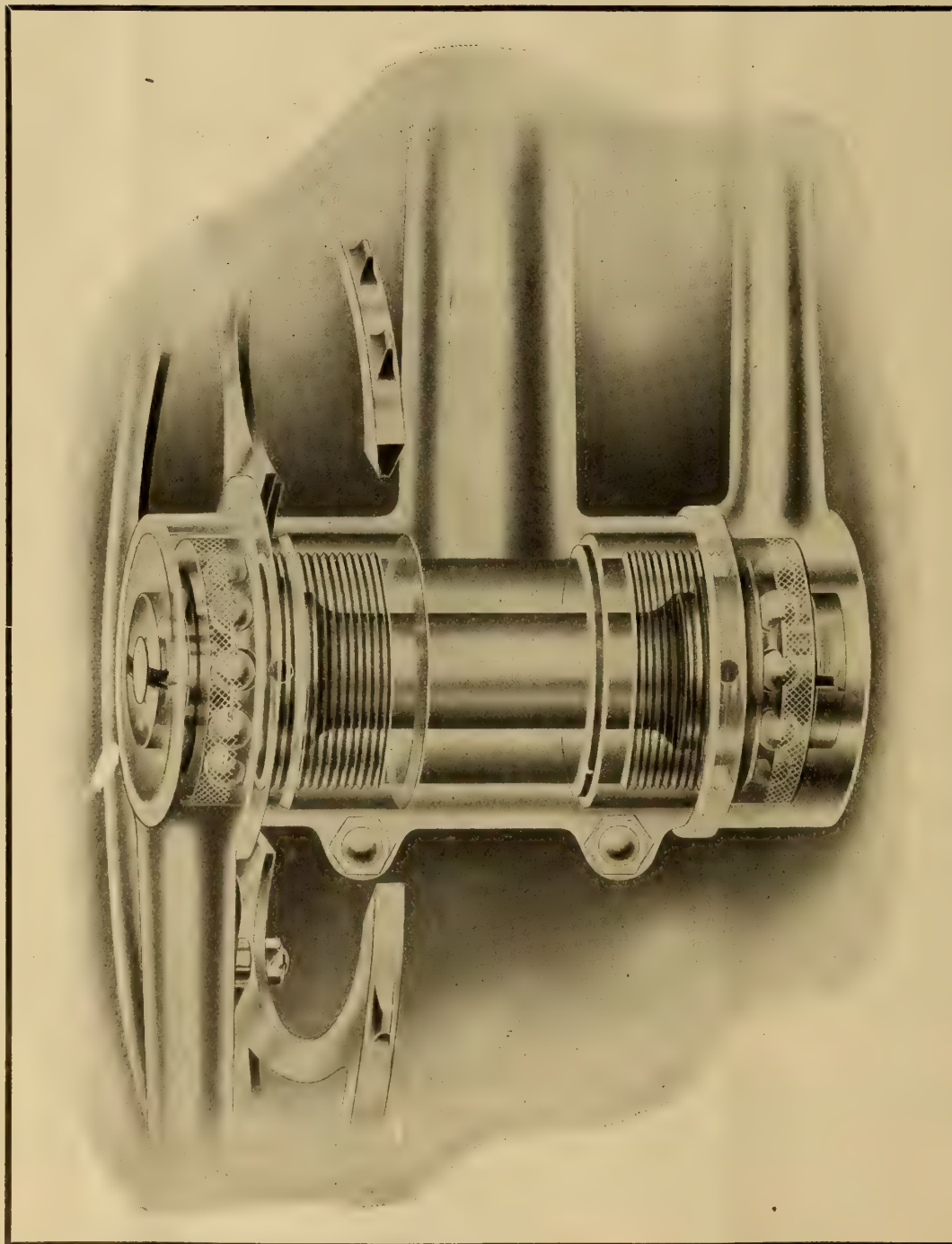
"IT'S ALL IN THE CRANK HANGER"

THE  
*Racycle*

See  
the  
Balls  
in  
the  
Hubs  
of  
the  
Crank



3  
Year  
Guar-  
antee



See  
the  
Solid  
Tool  
Steel  
Crank  
Shaft  
in  
the  
Center



3  
Year  
Guar-  
antee

CRANK HANGER—1911

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio, U. S. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, October, 29, 1910.

No. 6

## BIG FIGURES IN COAST SELLING

**Trade in Los Angeles Reaches Immense Proportions, Tire Man Says—Selling 100,000 Pairs of Tires Annually.**

Indicating the healthy conditions of the cycle trade on the Pacific Coast, F. O. Nelson, the manager of the Diamond Rubber Co.'s branch in Los Angeles, Cal., declares that in the first ten days of October, the branch closed sales for 5,000 bicycle tires in Southern California and that whereas the branch sold 15,000 pairs of tires last year, its sales for the present year will amount to no less than 20,000 pairs. Altogether, he asserts, not less than 100,000 pairs of bicycle tires per annum now are being sold out of Los Angeles.

"People do not realize what a big thing the bicycle is," Nelson maintains. "A vastly greater number of bicycles are in use now than when the so-called bicycle craze was at its height some years ago. There are not less than 10,000 bicycles sold in Los Angeles yearly and I believe 100,000 is by no means too large an estimate of the number of bicycles in use in the territory tributary to Los Angeles. At \$25 each, a moderate figure, it means an investment of \$2,500,000 in bicycles alone. Bicycles are very generally used in the country districts, and often on a Sunday or holiday I have seen a man with a rod on one side and a gun on the other side of his bicycle, off for a day's sport."

### Will Handle the Entire B. & S. Output.

To handle the entire output and be the sole sales representative of the Billings & Spencer Co., of Hartford, Conn., a \$30,000 company has been formed by Claire L.

Barnes, to be known as Claire L. Barnes & Co., and of which he will be president and general manager. Barnes resigned the secretaryship of the Detroit Steel Products Co. about two and a half years ago to become the general sales manager of the Billings & Spencer Co., of which he will remain an official. The latter company is one of the largest drop forge and tool concerns in the country, and is a large producer of parts and tools for the cycle and motorcycle trade. The general offices of the new selling organization will be in Chicago, with branches in New York City and Detroit, and possibly in several other cities. Until arrangements are completed in Chicago, however, it will make its headquarters at 732 Penobscot building, Detroit.

### Cox Visiting Pope Western Agents.

J. F. Cox, manager of the bicycle department of the Pope Mfg. Co., Hartford, Conn., left on the 22d inst. for a four weeks' trip to the Pacific Coast, visiting the Pope agents. He was to have made the trip last August, but was detained by the illness of Mrs. Cox, who had typhoid fever, but who now is entirely recovered.

### Takes Emblems for New England.

The Emblem Mfg. Co., of Angola, N. Y., has closed arrangements with the Bi-Motor Equipment Co., 177 Portland street, Boston, Mass., for the handling of Emblem bicycles. The latter company will act as the Emblem's selling representative for Emblem bicycles throughout New England.

### Will Handle Armac in the East.

The New York Sporting Goods Co., of New York City, has taken the eastern agency for Armac motorcycles. In addition to handling the Metropolitan sales, the company has the distribution for a number of the eastern states.

## GARAGE FOR 500 MOTORCYCLES

**New York Firm Undertakes a Model Establishment to Care for Machines—Imported Cycle Tire Sizes.**

Confident of a rapid expansion of the motorcycle business in the Metropolis during the next few years, the Tiger Cycle Works Co., New York City, of which H. A. Gliesman is the proprietor, has opened a large motorcycle garage in connection with its present establishment at 782 Eighth avenue. The garage has a floor space of 5,000 square feet and will have a capacity of 500 machines, and it is the company's aim to develop it into the "model motorcycle garage of Greater New York." With fireproof construction, electric lighting, elevator service, lavatories, plenty of room "for those affected by tinkercitis" to indulge their tinkering inclinations, an excellent repair shop, concrete floors, steam heat and plenty of sunlight during the day, the new garage is planned to give a service such as is worthy of the machines to which it caters.

An oxy-acetylene welding and brazing plant also has been added to the company's equipment, for the repair of motorcycle and bicycle frames, crank cases, gear cases, cylinders, crank shafts and the like and for tubular construction work, including special frame designs. Henri St. Yves, the erstwhile marathon runner, who latterly has been doing motorcycle racing at Clifton, has joined the company's repair force.

Importation of bicycle tires is a further new activity of the company, and it now is handling Liberty tires imported from England. Not the least interesting feature of the discoveries made in taking up this branch, was the revelation of the difference



in size between an English 28-inch tire and the standard 28-inch of American manufacture, which latter is in reality generally about 27¼ inches, while the foreign tires are 28 inches. To meet the difference, rims suitable for the English tires also are being imported.

#### More Room for Philadelphia Jobber.

The Manufacturers Supplies Co., of Philadelphia, Pa., one of that city's big cycle jobbing houses, has expanded by taking a long lease on property at the southwest corner of Juniper and Cherry streets where it will have 20,000 square feet of floor space. The salesroom is 100x60 feet, and the building is equipped with two power elevators, steam heat and electric lights. The location brings the company close to Broad street's automobile center, where the motorcycle and bicycle business also is giving evidence of gathering.

#### Reliance Asks Aid of Creditors.

Creditors of the Reliance Motorcycle Co., Owego, N. Y., are being asked to accept equal notes for six, eight and ten months on the amount of their claims, in order to give the company opportunity to carry forward its plans for 1911 business. If the acceptance of the notes is general on the part of the creditors, necessary additional capital is promised to make possible the completing of the stock on hand and the manufacture that will be necessary for the coming season.

#### Field Starts for the Pacific Coast.

H. E. Field, vice-president of the Hartford Rubber Works Co., Hartford, Conn., has started on a seven weeks' western trip which will include the Pacific Coast. His itinerary provides for business visits in most of the large western cities, including Salt Lake, San Francisco, Los Angeles, Portland, Seattle and Spokane.

#### Lemon Takes Ettinger's Store.

Arthur O. Lemon has purchased the motorcycle and bicycle store of the late Samuel E. Ettinger, at 116 Wick avenue, Youngstown, O. G. H. Brenner, who has gained some local prominence in motorcycle matters, will assist him in the motorcycle department. Lemon has been in the motorcycle business for seven years.

#### Miami Names Northwest Distributor.

The Miami Cycle & Mfg. Co., Middletown, O., has appointed the Pacific Coast Rubber Co., Seattle, Wash., as distributor of Racycle bicycles in Oregon, Idaho, Montana and the western half of Washington. The concern maintains branches in Tacoma, Wash., and Portland, Ore.

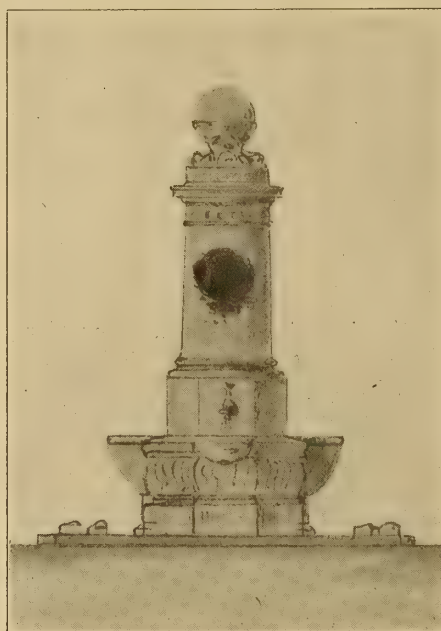
#### Death of Peter Gendron in Toledo.

Peter Gendron, vice-president of the Gendron Wheel Co., died in Toledo, O., this week. He was at one time prominent in the manufacture of bicycles and cycle parts.

## SWELLING POPE MEMORIAL FUND

Hartford Board of Trade Selects a Design  
and Solicits Additions to the Bicycling  
World's \$2,686.60.

Taking up the work of actively furthering the project originated by the Bicycling World and Motorcycle Review for a suitable memorial to the late Albert A. Pope,



POPE MEMORIAL DESIGN

as a tribute to the man who more than any other was responsible for the development of the bicycle business in America,



SIDE VIEW OF FOUNTAIN

the Hartford Board of Trade, of Hartford, Conn., has commenced a campaign for additions to the fund turned over to it by the Bicycling World and has selected a design.

The memorial, according to present plans, will be in the form of a drinking fountain for man and beast, and by the permission of the park commissioners, will be set in Pope Park, at the corner of Capitol avenue and Park terrace.

It will be about 15 feet high, and of the design indicated by the accompanying views, the drinking troughs being at the base. The entire cost will be in the neighborhood of \$7,500. Of this amount about \$3,700 already has been raised, starting with the \$2,686.60 in contributory subscriptions received by the Bicycling World and subsequently given to the Hartford Board of Trade.

The committee of the Board of Trade that has the matter in charge consists of Charles E. Gross, Charles D. Rice and Edward B. Hatch. It is sending out letters to Hartford manufacturers and to friends and admirers of Colonel Pope, as follows:

Dear Sir—Some of the friends of the late Colonel Albert A. Pope have started to raise a fund for the purpose of erecting in some conspicuous position in this city, a memorial to the colonel as a fitting tribute of their respect and esteem. Of the amount raised so far, nearly \$2,700 have been contributed by individuals in the bicycle business; in fact the movement was inaugurated by the colonel's old friends in that line of business, and to this amount corporation interests in the automobile manufacture have added nearly \$1,000. These amounts have been turned over to the Hartford Board of Trade with the request that the board assist in the raising of sufficient funds to insure the erection of an appropriate monument.

The board of trade, deeply appreciating the sentiment which inaugurated the movement, is anxious to see the plan consummated and has appointed a committee for the purpose of raising the necessary additional funds. It is estimated that about \$7,500 will be needed. As stated above, over \$3,700 has already been contributed, and it is hoped that the balance can be raised among the manufacturers and the colonel's personal friends and admirers in this city. As one of the latter, we appeal to you for a subscription to the fund.

The result of Colonel Pope's efforts for good roads and his generous gifts in this city are too well known to need any further comment on our part, and the committee feels that the mere calling to your attention of the above mentioned plan will insure your hearty co-operation in carrying it to a successful issue. Contributions will be appreciated, and published in the newspapers.

#### Crude Rubber Prices Coming Down.

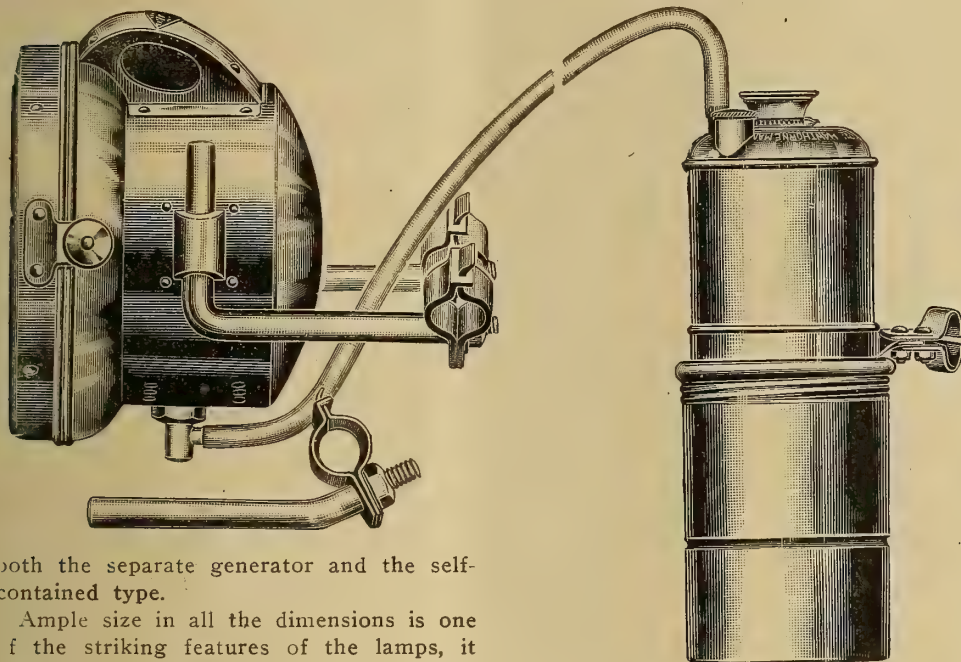
Rubber prices have been much easier in tone during the last few weeks, both here and abroad, and because of the reduction at least two of the big tire companies have found it possible to reduce the prices of their automobile tires. The effect on bicycle and motorcycle tires has not yet become apparent. In London the price of crude rubber declined with almost startling abruptness during the present week, dropping 14 cents within three days, the best grades ruling at from \$1.38 to \$1.40 per pound. In New York practically the same prices prevail, fine upriver Para being quoted at \$1.40 for deliveries up to January, and spot purchases \$1.45.



## BIG LAMPS FOR MOTORCYCLE USE

Hawthorne Produces New Lighting Outfits in Separate Generator and Self-Contained Types—Named "Old Sol."

Embodying features which are calculated to meet the rigorous and exacting service conditions of motorcycling, a line of motorcycle lamps has been brought out by the Hawthorne Mfg. Co., 42 Spruce street, Bridgeport, Conn., the lamps being made under the direction of Thomas M. Dunham, who for many years was sales manager of the Twentieth Century Mfg. Co. The lamps are styled "Old Sol" and are presented in



both the separate generator and the self-contained type.

Ample size in all the dimensions is one of the striking features of the lamps, it being claimed that they are larger than any other motorcycle lamps on the market. The separate generator lamp, which together with the generator is shown in the accompanying illustration, measures six inches across the door and the other parts are in proportion. The generator, although of standard size, holds two ounces more carbide than the average, and is easy to take apart, clean and refill. It is designed to supply gas to the lamp for ten hours steady burning, or may be repeatedly turned on and off, as the wet ashes of the used carbide fall below the screen bottom of the carbide basket.

The self-contained lamp also is large, but not over bulky, its door diameter being four inches and the height of the generator seven and one-half inches. Its carbide capacity is six ounces and it is designed to burn eight hours. Simple brackets that fit any motorcycle are supplied as regular equipment for the separate generator lamp, generator and the self-contained lamp. For "V" type handle bars the regular brackets may be attached and bent to position or specially bent brackets may be obtained. If the generator is preferred on the fork

a non-slip bracket for the fork side is provided, and the bracket attachments on each lamp permit their being fitted to such special brackets as some motorcycle manufacturers include with the equipment of their machines.

### Includes Motorcycles in its Purposes.

Indicating in its incorporation application that the manufacture of motorcycles is one of its purposes, the International Automobile and Engine Co. has been incorporated at Dover, Del., with a capital of \$10,000,000. The incorporators are William D. Yarnall, of Yeadon, Pa.; Elwood H. James, of Sharon Hill, Pa., and S. C. Seymour, of Camden, N. J.

## NON-CORRODING ALUMINUM ALLOY

Great Strength in Duralumin, a German Product—Now is being Placed on the American Market.

Persistent efforts to develop an aluminum alloy possessing sufficient strength and elasticity to render it in any way comparable with the heavier metals have been rewarded in the new metal "Duralumin," a German product for which great hopes are entertained. After having been favorably received abroad, the introduction of the metal to the American market has been undertaken by the firm of Marburg Brothers, of New York City.

It is a magnesium aluminum alloy, and while its specifications are not declared, it is said to be of about 90 per cent. aluminum with small additions of other metals, mainly magnesium and copper. From the fact that some of the ingredients are heavier and others lighter than aluminum it follows that the resulting weight is practically the same as that of aluminum itself. Its appearance also is much the same, but it has the advantage of retaining its luster unaffected by the atmosphere; it also resists the corrosive influence of salt water, which is one of the claims that has led to its experimental adoption in marine construction.

Varying with the mixture and treatment its ultimate strength is said to run from 50,000 to 85,000 pounds per square inch. Soft plates of about 1/4 inch thickness are quoted as having the following properties:

Alloy No. 1—Specific gravity, 2.77; elastic limit, 26,000 lbs. per sq. in.; ultimate strength, 50,000 lbs. per sq. in.; elongation, 21 per cent.; contraction, 34 per cent.

Alloy No. 2—Specific gravity, 2.84; elastic limit, 36,000 lbs. per sq. in.; ultimate strength, 65,000 lbs. per sq. in.; elongation, 18 per cent.; contraction, 26 per cent.

By rolling, the No. 2 alloy can be made to show the following characteristics:

Elastic limit, 74,000 lbs. per sq. in.; ultimate strength, 85,000 lbs. per sq. in.; elongation, 3 per cent.; contraction, 10 per cent.

It is thus to be compared roughly with low carbon steel when annealed, the properties of the two metals being much the same both before and after rolling. At the same time its weight is only about one-third as great. Duralumin can be rolled cold or warm and also can be forged or drawn. It melts at 1,200 degrees Fahr.

### Eccles Finds "Phenomenal" Business.

W. E. Eccles, sales manager of the Persons Mfg. Co., Worcester, Mass., has returned from a trip to the Middle West and the Pacific Coast, and reports prospects of "phenomenal" business during 1911. He received specifications for over 50,000 Persons saddles for immediate delivery.

### Steal Two Machines from Ridsen.

C. W. Ridsen, the Indian agent in Los Angeles, Cal., is minus two Indian motorcycles as the result of a visit by thieves. His establishment at 235 West Eighth street was broken into on the night of the 16th inst., and it is believed that after taking the machines out of the store the visitors rode them away.

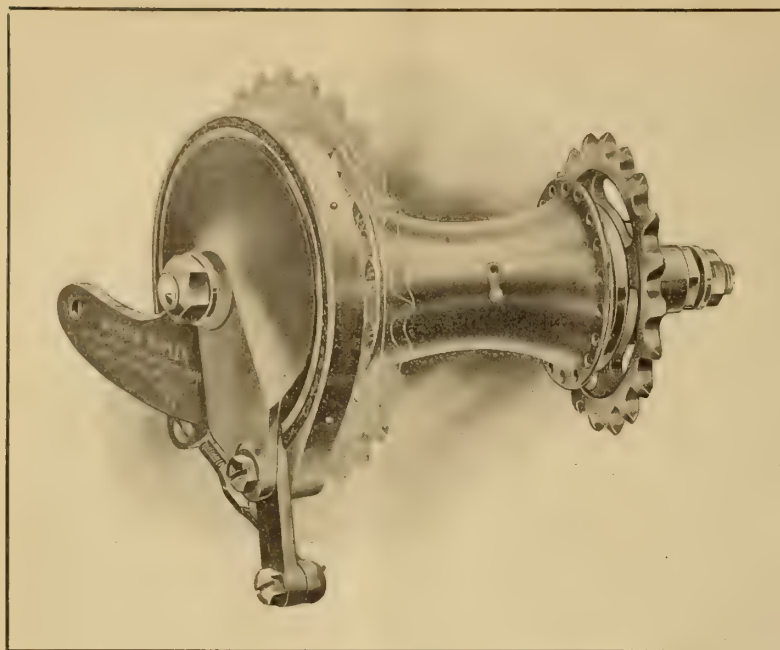
### Clevelanders Evolve a New Model.

The B. & B. Machine Co., of Cleveland, has brought out an 8 horsepower motorcycle designed by J. E. Bevington. The machine has a two-speed with enclosed chain drive, while the frame, which is of 3-inch tubing, will carry the fuel and oil.

### Miami Gets Another Police Order.

The Miami Cycle and Mfg. Co., of Milledale, O., has received specifications for another lot of its special police bicycles for Montgomery, Ala. The order was placed through the company's local agent, D. H. Klein.





# CORBIN

## Duplex B a n d Brake

== FOR ==

# Motorcycles

¶ Provides effective braking for the most powerful and speedy machine. It has a large total of braking surface. It cannot stick or lock, as the braking surfaces are not metal to metal, but metal to a specially prepared asbestos band, increasing the life of the braking surfaces several times over.

¶ Bearing the Corbin name, it is Corbin quality in material and workmanship.

CORBIN SCREW CORPORATION

— Licensed Coaster Brake Manufacturers —

NEW BRITAIN : : : : CONNECTICUT



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

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F. W. Roche, Secretary

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, OCTOBER 29, 1910.

## Constant Peril in the Grade Crossing.

Like all other users of the highway, cyclists and motorcyclists are exposed to the dangers of unprotected grade crossings, and it behooves them to exercise extreme caution when approaching one of these death traps lest they pay the death penalty for their carelessness. Many of these crossings have their track approaches concealed by trees or embankments so that one is unable to tell whether or not a train is near until directly on the tracks, which often is too late.

Last week a well known and experienced New York motorcyclist had the closest kind of a call from being mangled under the wheels of a train at an unguarded crossing. He was wise enough to approach it slowly and was almost on the track when a train shot out of the cut which extended right up to the edge of the road. Although he jammed on his brake he saw that a collision was inevitable and had presence of mind enough to throw the front wheel around so that the machine swung parallel with the train and struck it sideways. The rider had managed to throw himself from his machine just before the crash came, which probably saved his life, for the machine went under the wheels and was

crushed. When the train was stopped and the crew came back the latter were greatly astonished to find the rider unharmed save for a few scratches, for they fully expected to find him dead.

Until railroads are compelled by law to abolish grade crossings, the exercise of caution in passing over unguarded grade crossings is a policy which will pay big dividends. It is indiscreet to try to bump a train off the track, and those who try it always lose out.

## Mileage Bars for Motorcyclists.

One way in which motorcycle clubs can encourage their members to tour and see the country is to offer mileage bars, as is done by the bicycle clubs. As is well known, the latter offer medals for the first century and gold bars for succeeding ones, the bars being strung from the medal and forming an imposing array when 15 or 20 are worn by a rider as a mark of pedaling prowess.

Big mileage is so easily accomplished on a motorcycle that it would be inadvisable to give medals or bars for each hundred miles, for at the end of a season some tourists would have 60 or 70, if not more, and such promiscuous distribution of mileage awards would severely strain some club treasuries. For motorcyclists it would be more appropriate for a club to give a medal, either silver or gold, for the first thousand miles and a bar to correspond for each succeeding thousand. There also should be put up an additional trophy in the shape of a cup, medal or shield for the club member scoring the greatest mileage for the season.

Club secretaries are well fitted to keep track of mileage contests and all contestants should be required to file weekly affidavits of their mileage for that period. Another good way to prevent the filing of inaccurate returns would be to require contestants to send post cards from towns through which they passed, such cards to be sent not oftener than every 25 miles or thereabouts. A system somewhat similar to this was used by the F. A. M. a few years ago in its national mileage medal contest for private owners, which, by the way, would be a good thing to revive.

## Designing for Slower Running.

Such success has attended the efforts of some designers to produce speedy machines that there are many motorcycles capable of speeds far in excess of what the ordi-

nary rider dare use. The amplitude of power which makes these speeds possible is useful and gratifying when put to the test in climbing hills and in plugging through mud or sand, but the speed ability reaches a degree that is far beyond the average requirements, so that in seeking to make further improvements, the designers well may be directed to extend the engine range at the end relating to slow running instead of high speed.

By intermittent interruption of the ignition, it is possible to bring even the most "brutal" and high powered motorcycle down to a slow pace, but this, for many reasons, seems to be a crude method of control and to suggest the need of increased designing for slow running as well as for speed. The heart of the matter would appear to lie in further development of that engine quality known as flexibility.

How this latter quality is to be obtained in motorcycle engines is a study in itself, although many valuable lessons may be drawn from gasoline engine practice in other lines. The peculiar merits of the long stroke motor and the "square" motor when contrasted in this relation, do not by any means cover the question, as there are a great many other elements. Carburation, valve action, the turning ratio of the motor and the rear wheel, and a great many other factors enter into the problem.

In a measure the two-speed idea answers some of the requirements of slow running, by making possible a greatly increased number of engine revolutions for a given distance of travel, but such use of the two-speed is to a certain extent a diversion from its main purpose of giving an advantageous gearing ratio when the motor is called upon for heavy work in surmounting stiff grades or overcoming difficulties in the road. It is an evasion.

In earlier days the gasoline engine was regarded as being, by its very nature, a power source of narrow speed-range, requiring changes of gear ratio for speed changes in the delivered results, although its power yield could be varied greatly by fuel control alone. This idea, however, has been proved unjust, proof enough existing in the modern motorcycle, and the limitations that now exist are laid to the designers rather than to the nature of the power source. If big results in increased flexibility already have been obtained, it is reasonable, with all gratitude for what has been accomplished, to look for greater results in the future.



# Coming Events

1910 OCTOBER 1910							1910 NOVEMBER 1910						
SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.	SUN.	MON.	TUE.	WED.	THU.	FRI.	SAT.
2	3	4	5	6	7	8	6	7	8	9	10	11	12
9	10	11	12	13	14	15	13	14	15	16	17	18	19
16	17	18	19	20	21	22	20	21	22	23	24	25	26
23	24	25	26	27	28	29	27	28	29	30			
30	31												

October 30, New York City—Motorcycle Touring Club of New York's 50 miles non-stop run, Pelham Parkway.

October 31-November 5, Boston, Mass.—Six days' bicycle race, ten hours a day, at Boston Arena.

November 6, Guttenberg, N. J.—New York Motorcycle Club's economy test on Guttenberg track.

November 6 and 20, San Antonio, Texas—Motorcycle meet at International fair.

November 8, Great Neck, L. I.—Great Neck Athletic Club's two hours' bicycle race; open.

November 8, New York City—New York Motorcycle Club's fourth quarterly trial, Poughkeepsie and return; 150 miles.

December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

January 12, New York City—Cycle Parts

and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

nary guards protect us fully. As before hinted, it was not my intention to design a frame, but to bring up the idea of a motorcycle with shaft drive and a horizontal opposed motor having valves in the head and auxiliary exhaust ports.

L. C. HANNA.

Tampa, Florida.

## Novelty in a Proposed Two Cylinder.

Along the lines of such agitation as exists for the double-opposed engine for motorcycles, the suggestion has been advanced for a motor with an offset crank, a lower cylinder in front and a raised rear cylinder, thus getting a higher cooling efficiency. The fact that the efficiency of reciprocating power plants has been raised by using the exhaust steam in a low-pressure turbine is made the basis of a proposed application of the idea in the new motor. The efficiency of the gasoline engine might be raised, it is claimed, by placing fins on the fly-wheel, enclosing the wheel and leading the exhaust pipes into this casing.

There are two lines of possible development on the basis of making the exhaust gas do useful work. One is that the fly-wheel could be made a turbine wheel and the exhaust be utilized to furnish additional impulse to the rotation, and the other is that the revolving fly-wheel could be used to cause a partial vacuum in its casing, the

latter, due to its large capacity, making an effective receiving and expansion chamber, and the exhaust then being conducted to the combustion end of the cylinders to increase the circulation of cooling air. The point of theoretical efficiency, however, must not be viewed so closely as to overlook the question of excessive increase in weight.

## Cycle Thieves Busy on Broadway.

Bicycle thieves are operating with much success between 50th and 100th street on Broadway, New York City, nearly 15 cases of stolen machines being reported lately. Two of the latest victims are Charles Johnson and H. Buckingham, both of 2230 Broadway. Johnson would like to get his Erie bicycle back, and Buckingham prizes his Iver Johnson, No. 164744, so much that he is willing to pay \$10 to anyone who will furnish information leading to the arrest of the thief.

A Racycle "carry-all," a bicycle having luggage devices at each end, is mourned by the Tiger Cycle Works Co., of 782 Eighth avenue. The machine, which bears Serial No. 6505, was left for a few minutes in front of the Fisk Rubber Co.'s branch on Broadway by one of the Tiger company's employes, and when he came out to remount it it was gone. A reward is offered.

## Quarterly Trials for G & J Trophy.

Election Day, November 8, has been selected by the New York Motorcycle Club as the date for the fourth quarterly trial, which will windup its active season. It will be held over the same course as the previous ones, to Poughkeepsie and return, 150 miles, and the same rules will govern. Interest will center in the final and deciding struggle for the G. & J. team trophy, which in all probability will go to the Excelsior team, which now has a strong grip on it.

## Economy Contest Date Selected.

Encouraged by the success which attended their recent effort, the New York Motorcycle Club is arranging to hold another economy test on the Guttenberg (N. J.) track Sunday, November 6th.

## FAMILIAR NAMES ILLUSTRATED.



"MINNEAPOLIS TWO-SPEED"

## Correspondence

### Still Champions the Opposed Motor.

Editor of the Bicycling World and Motorcycle Review:

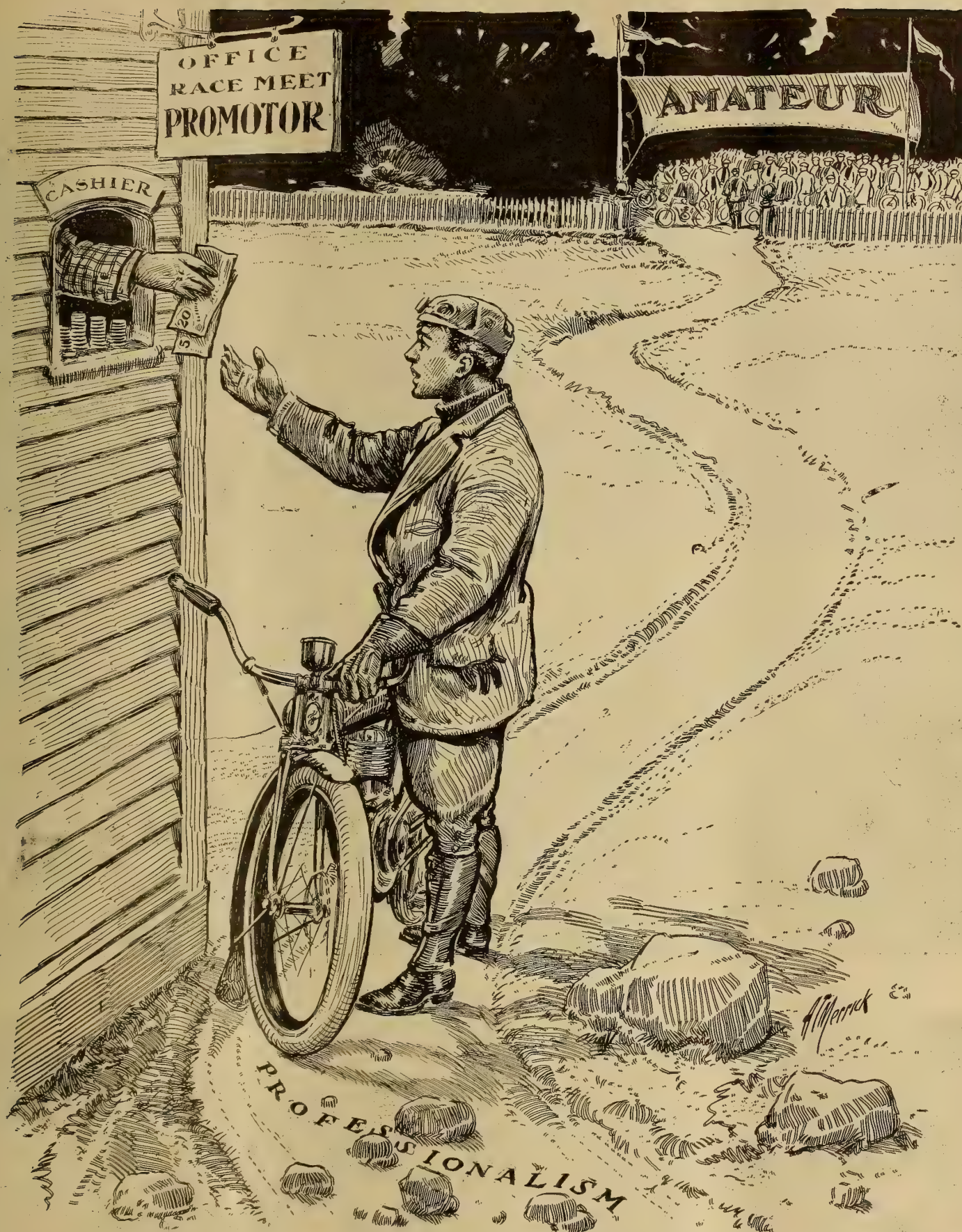
I am glad to see Mr. M. E. Toepel's opinion expressed concerning my opposed motor type of motorcycle, as he sets it forth in the October 15 issue of the Bicycling World and Motorcycle Review. In answer, I will say that it was not my aim to show any particular detail of frame lines or motor fastenings or to hang the motor in so oblique a position as shown in the cut. Neither was it my idea to hang it too low in getting a low center of gravity. I do not believe in extremes.

However, I do not believe that the double horizontal opposed motor can be built in a machine with a wheel base no longer than that of the best types of present machines, and that it is possible to have the center of gravity lower than in the average motorcycle and still have more clearance under the motor. It does not make much difference how the motor is fastened to the frame so long as it stays fastened, either by the cylinders or the crank case.

As to the protection against the mud, I can say that in Florida we do not have enough of it to trouble us and the ordi-



## "A MESS OF POTTAGE"



ROCKY ROADS LIE AHEAD OF THE UNTHINKING AMATEUR, WHO, WITHOUT INTENDING A PROFESSIONAL RACING CAREER, BECOMES A PROFESSIONAL BY ACCEPTING THE RACE PROMOTER'S MONEY.

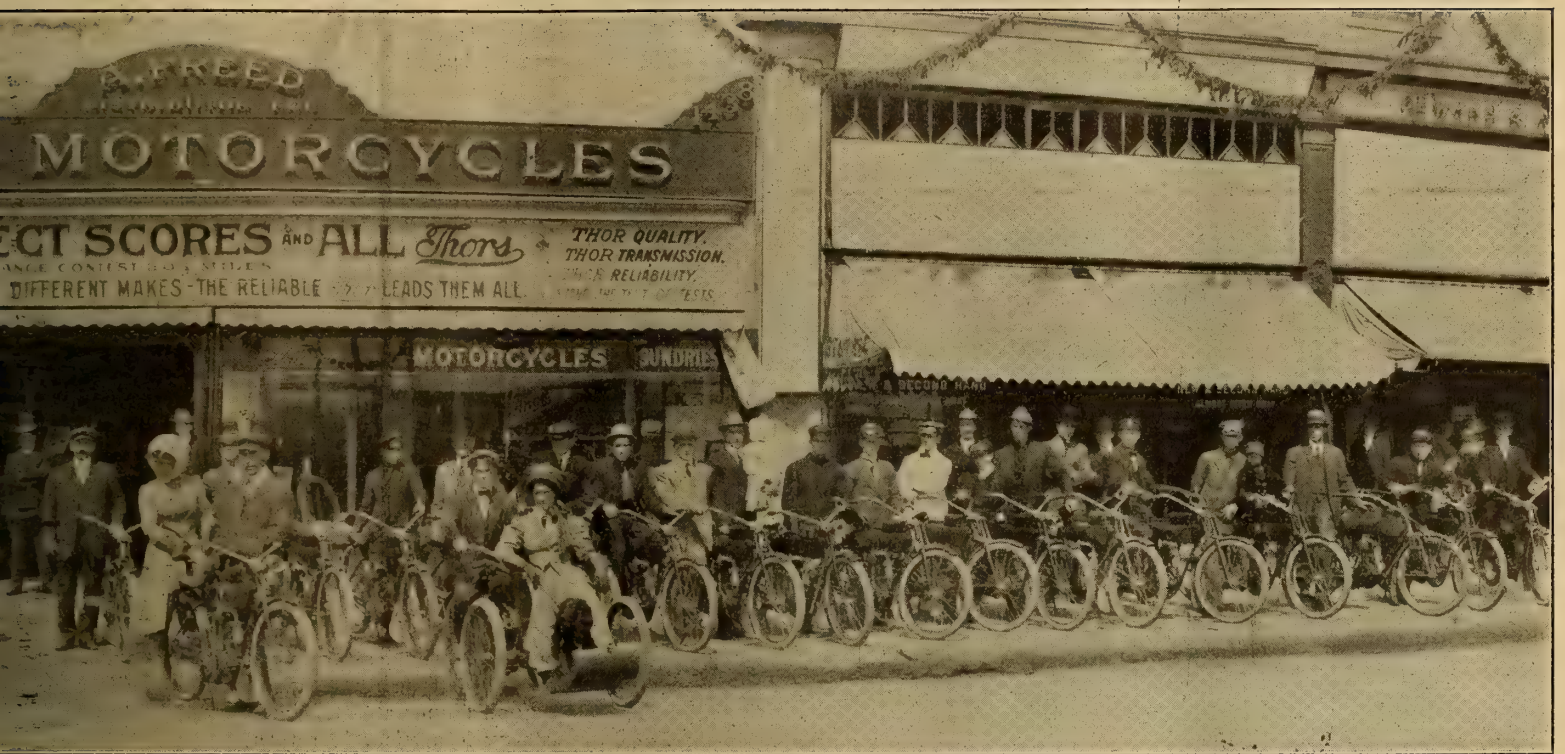


"Birds of a Feather Flock Together"—Panorama





from San Francisco, Detroit and Providence.









“Birds of a Feather Flock Together”—Panoramas from San Francisco, Detroit and Providence.





## SWIFT SIXTEEN A SUCCESSFUL CUP COLLECTOR.



Although only 16 years of age, Edwin Voss, of Peoria, Ill., who rides an Excelsior, by his riding has supplied himself with an enviable array of racing trophies. In three meets—at Peoria, Galesburg and El Paso, Ill.—he captured 15 prizes.

## Rides American Mount for a New Record.

By riding from John o' Groats to Edinburgh, Scotland, in the remarkable time of 9 hours and 35 minutes, W. B. W. Forsyth broke an old standing record of 19 hours and 35 minutes, as well as an unofficial one of some 12 hours for the distance. The start was made from John o' Groats on September 29, at 5 a. m., the time of arrival being 2:35 p. m. Forsyth rode a five horsepower Indian and carried a haversack of replacement parts, none of which were needed, as neither engine nor tires developed trouble. A delay of 40 minutes was caused by flocks of sheep choking the road. Responsible officials, in the form of prominent members of the local motorcycle clubs, had the supervision of the ride, while the seals placed on the machine by a representative of "The Scottish Cyclist," Glasgow, were found to be intact at the end of the trip.

## Leonidas Leads a Mythical Race.

Believing himself to be the advance agent of a newly discovered motorcycle race, "Dare Devil" Christ Leonidas has interviewed himself at Portland, Ore., and tells a tale of a 12,000 miles race which left Atlanta, Ga., with forty starters on August 7 for San Francisco, Cal., and in which he is leading his nearest competitor by 2,000 miles. A further indication of his aggravated imagination is that he expects on arrival at San Francisco to claim the prize of

\$7,500 that, he says, is hung up for this mammoth race.

He tells of thrilling experiences, similar to those which befell Helgeson in his transcontinental trip. He nearly starved to death while lost for three days in Wyoming, and says he was surrounded by mountain lions in Nevada. Due to the inhospitality of some of the ranchers through whose district he passed he was compelled to obtain some of his meals at the point of his revolver, and had to push his machine through many miles of deep sand in Nevada, Idaho and eastern Oregon. While riding near Wolloughs, Ore., on the 5th inst. he repeated an experience met with previously in Nevada, in that his machine skidded and threw itself and him down a forty-foot embankment. In the descent the accident was further complicated by a barbed wire fence. When the railroad tracks at the bottom were reached the rider was cut and bruised and the motorcycle so crippled by broken forks that the intervening distance to Portland was made by train.

## Fison Cycles to Denver From Jackson.

After what he calls a most enjoyable trip, Percy L. Fison, who left Jackson, Mich., on September 21, arrived at Denver, Col., on October 18, having covered the 1,500 miles on a bicycle. The distance was made in 23 days, but as two of these were passed in enforced idleness, due to sickness, the actual elapsed time was but 21 days,

which was the time he had set for himself before the trip was started. Every courtesy was shown him on his trip, the various hotel keepers entertaining him, and the repair men insisting on making his repairs free. Postal cards were sold to pay expenses, but as the entire trip cost him but two dollars his ability as a salesman was not taxed to any great extent. Only one unpleasant experience was met with, two Hungarians getting on each side of his machine at Gary, Ind., and taking 55 cents which he had with him. When Fison reached Denver he was well tagged with the business cards of the people in the various cities. Fison followed the automobile route from Chicago to Clinton, Iowa, thence by the St. Paul road to Kansas City, and then over the dirt road to Topeka, Kan. He used an Excelsior bicycle, equipped with a Person's "Peerless" saddle and a coaster brake, and carried an outfit of repair tools and necessary changes in clothing.

## Louisvillians Balked by a Bridge.

The heavy Kentucky rains having washed out a bridge, the Bardstown run of the Louisville Motorcycle Club was interrupted on the 9th inst. after only thirty-five miles of the distance had been covered. After a good dinner at Mt. Washington the tourists made a leisurely return.

## To Try a Trans-Continental Trip.

Setting for himself a purely pleasure schedule, A. D. Hale, of Cleveland, O., has completed preparations for a transcontinental motorcycle trip. He will ride his single cylinder Harley-Davidson from the Buckeye metropolis to the Pacific Coast.

## PEORIAN LIKES HIS CUP.



A. H. Whigam, of Peoria, Ill., is another of that city's cup gatherers. On his 1909 Excelsior he recently took 12 trophies at nearby meets.



**CLARKE WINS AT NEWARK WIND-UP**

Likes the Cold that Chills Kramer, whom He Beats, and Captures the Handicap—  
Blatz Scores Easily.

Cold weather seems to be about as much of a help to Jack Clarke as it is a hindrance to Frank Kramer, for in the face of a high and biting wind the popular little Australian rider again defeated the American champion in decisive fashion at the Newark (N. J.) Velodrome, Sunday, 23d inst. Clarke took Kramer and Lawson into camp in a five miles match, and followed this up by beating Fogler by an eyelash in the five miles open, after a wicked windup. By going full tilt all the way, the limit men were able to keep out of the clutches of the back markers in the mile handicap. Palmer and Jokus were the leading contenders for first money, and the latter seemed to have it sliding into his coffers when Palmer by a hard sprint nipped Jokus at the tape and switched the big bundle of lucre to his own strong-box. Just by way of a little exercise to keep warm, Frank Blatz went out and grabbed the two miles amateur in an easy canter and Herman Kjeldsen scored one for Denmark by taking the half mile amateur handicap. The meet rang down the curtain for the season at the Velodrome.

Despite the cold wind Clarke was in fine form, while Kramer plainly was not up to his usual standard. The chill seemed to affect the American considerably while on the other hand it made Clarke unusually frisky and anxious to disport himself. The big event of the day was the three-cornered human paced five miles match between Clarke, Kramer and Lawson. The latter proved a disappointment, and soon petered out, leaving the first two to fight it out.

Kramer was on the pole, but at the crack of the pistol, Clarke, who was the center of the sandwich, jumped and hooked on to pacemaker Wright's rear wheel with Kramer and Lawson following in that order. Wright burned things up for two laps when he was relieved by Wells. The switch was cleverly made and Wells held to the schedule for his part of the run. Things went along until the ninth lap when Lawson found the going too fast and hauled down his flag. The pacemakers began to let out another notch and the second mile was reeled off in two minutes flat. About this time Kramer began to show evidences of tiring.

Clarke evidently sensed his rival's condition, for he tried new tactics in the hope of killing off Kramer. Instead of waiting for the retiring pacemaker to catch up with his relief, Clarke would jump out and make a mad dash for the relief himself. In the four times that Clarke did this Kramer always stayed with him, though at the cost of great effort.

Things slowed down a bit in the last mile and Clarke kept sharp watch on Kramer for surprises, but none came. As the men swung into the last lap Kramer was on Clarke's rear wheel, where he stayed until the twelfth pole was reached, when he pulled up to Clarke's rear hub. Swinging around the last turn Clarke made his bid and left Kramer as if the latter were tied to a post. Coming down the stretch Clarke staged a pretty sprint which steadily pulled him away from Kramer and he crossed the line a winner by a margin of five yards. Then the fans stood up and yelled themselves hoarse.

A big field started in the five miles open, but the scramble for the big money soon narrowed down to Clarke, Root and Fogler. Clarke and Fogler apparently teamed and it almost cost them first money to Root. At three laps to go Gouillet and Root cut loose and gave Macfarland a long and hard chase before he pulled the field up to the runaways. Then he quit. Fogler continued the fast gait and was leading at the bell lap. Clarke, Root and John Bedell trailed in that order. On the last turn Root pulled up even with Clarke and as they swung into the stretch the latter also jumped and came abreast of Fogler carrying Root with him. The latter was going like wild-fire and looked good for first money, but a few yards from the tape Clarke pulled out the last organ stop and jumped Fogler, passing him an inch from the tape. Root was a close third. When Clarke was announced as the winner a great howl went up from the crowd, many of whom thought that Fogler had won.

During the race the Bedell brothers and Patrick Hehir had almost a rough and tumble bout for position on Clarke's rear wheel. John started it, but Menus butted in to help his brother and all hands took turns at pushing and shoving. John Bedell finally got the coveted position and when the race was over he and his brother went over to Hehir's quarters and there was some choice cussing exchanged, although no blows were struck.

**Summary:**

One mile, handicap, professional—Won by W. Palmer (100); second, Ernest Jokus (100); third, Martin Ryan (120); fourth, E. F. Root (20); fifth, Patrick Hehir (10). Time, 1:56½.

Half mile, handicap, amateur—Won by Herman Kjeldsen (20); second, Chester Smith (15); third, Paul Pendleton (40). Time, 1:04½.

Five miles human paced match, professional, Kramer-Clarke-Lawson—Won by Jack Clarke; second, Frank Kramer; third, Iver Lawson. Time, 10:27½.

Two miles open, amateur—Won by Frank Blatz; second, Adam Byerman; third, Bert Coen; fourth, Lewis Coe. Time, 4:06½.

Two miles open, professional—Won by Jack Clarke; second, Joseph Fogler; third, E. F. Root; fourth, John Bedell; fifth, Patrick Hehir. Time, 10:39.

**VANDEN DRIES FAST ON THE FLAT**

Makes a New Record in Brooklyn Armory  
Racing—Fogler Leads in the Professional Performances.

Sensational riding by Walter Vanden Dries, the crack amateur of the N. Y. A. C., was the feature of the indoor bicycle meet at the Forty-seventh Regiment Armory, Brooklyn, N. Y., Saturday night, 22d inst. The Mercury winged representative broke his flat floor mile record of 2:22, which he made a few weeks ago, and replaced it with 2:21 by a wonderful uphill ride from the rear in the mile handicap. He also ran away with the other amateur event, the three miles lap race, by a big margin. Among the professionals, Joseph Fogler and Menus Bedell were the toplineers. Fogler nailed John Bedell in two straight heats, of a pursuit match, and Menus Bedell retrieved the family honor by trimming Bardgett and Root in a three-cornered match. Claiming that they had not received their prizes from the previous meet, Walter Raleigh of the Thirteenth Regiment team, and Hugh Brown, a Seventy-third Regiment rider, went on strike and refused to ride in the inter-regiment team pursuit, which consequently had to be called off. Manager Flee-son claims that he offered them orders for their prizes, but that they refused to accept them and tried to hold him up for cash, which he refused to hand out.

In the mile handicap, Vanden Dries, who was the only scratch man to qualify for the final, appeared to have bitten off more than he could chew when he gave away handicaps up to 100 yards. He had worked himself into second place when the musket, which was used as a signalling device instead of the customary bell, sounded for the last lap. Then Vanden Dries made a heroic effort to overhaul the lone man in front, Seaman, but the latter's 80 yards handicap enabled him to pile up a lead which could not be overcome in such a short distance and he won out in a hot scrimmage by the close margin of two lengths. O. C. Brandis, a 100 yards man, was third. In lieu of a victory Vanden Dries had the consolation of making a new record.

Having come so near to tasting victory in the handicap, Vanden Dries resolved actually to do so in the three miles lap race, and accomplished his resolve with ease. He won both the race and the lap prize, scoring 102 points, against 63 made by his nearest rival, Franklin Fisher, who was beaten at the tape by three yards.

Of the professionals Fogler was the only one who seemed to be really at home on a flat floor, which probably was due to his early training on such surfaces. Fogler easily overhauled John Bedell within the two miles limit in both heats of their match



pursuit. In the first heat Bedell skidded and hit the floor and Fogler immediately showed his sportsmanship by stopping and consenting to ride the heat over in order that his victory would not be a technical one. In the second instalment of the first heat he won easily and duplicated in the second heat.

Menus Bedell, the other half of the Lynbrook combination, did better than his brother and won his three-cornered match with Walter Bardgett and E. F. Root in ship-shape fashion. The race was run in mile heats, best two in three and scored on a point basis of three for first, two for second and one for third. Bedell took the lead at the start in both heats and never was headed, although he was pressed hard in the stretches by Root. Root streaked up the stretches like a Kansas cyclone, but could not make the turns without riding wide, which cost him all his gains and allowed Bardgett to slide in second. The total tally was Bedell, 6 points; Bardgett, 4 points, and Root, 2 points. A fair-sized crowd was present.

#### Summary:

One mile handicap, amateur—Won by Jesse Seaman, Empire City Wheelmen (85); second, Walter Vanden Dries, N. Y. A. C. (scratch); third, O. C. Brandon, Empire City Wheelmen (100). Time, 2:20½.

Australian pursuit match, professional, Joseph Fogler vs. John Bedell, two miles limit, best two in three heats—First heat won by Fogler. Distance, one mile four laps. Time, 2:58½. Second heat and match won by Fogler. Distance, one mile three and one-half laps. Time, 3:22½.

One mile match, professional, E. F. Root—Walter Bardgett—Menus Bedell, best two in three heats—First heat won by Bedell; second, Bardgett; third, Root. Time, 2:33½. Second heat and match won by Bedell; second, Bardgett; third, Root. Time, 2:28½.

Three miles lap race, amateur—Won by Walter Vanden Dries, N. Y. A. C., 102 points; second, Franklin Fisher, Empire City Wheelmen, 63 points; third, Charles Nerent, Seventy-first Regiment, 36 points; fourth, Otto C. Branles, Empire City Wheelmen, 29 points. Time, 7:53.

#### Vanoni Leaves Roosevelt Hospital.

Carl Vanoni, who was injured in the big spill at the Velodrome, Newark, N. J., on Labor Day, at which time he sustained severe injuries, including a broken collar bone, has been discharged from Roosevelt hospital, New York City. He is by no means recovered, but it was thought he could get well as rapidly at home as in the hospital.

#### Cyclists Take a Mountain Run.

The Kartho Cycle Club, of Allentown, Pa., enjoyed a run over the Lehigh Mountains on the 9th inst. After refreshments, furnished by the soil, in the shape of nuts and apples, the return was made, the riders reaching home in the early evening.

## MACDONALD WINNER IN MARYLAND'S HANDICAP

### Boehm Brothers Head the Time Prize Men in Big Cycle Road Racing Event in Baltimore—Lafayette and Crescent Clubs Reap Honors.

Against a field of fifty formidable competitors, Aldo MacDonald, a six-foot representative of the Bayonne Wheelmen, won the eight and one-half miles road race of the Century Road Club of America, Maryland Division, over the Fifth avenue course, Baltimore, Sunday, 23d inst. MacDonald, who had four and one-half minutes handicap, finished in 25:39, good time in view of the fact that it was made in the face of a high wind and over a rain-soaked course. Second place went to Edward Dorshell, Crescent Bicycle Club, a seven-minute man, who gave MacDonald a hard fight in the windup, and was defeated by a very close margin. Edgar R. Boehm, Lafayette Wheelmen, took first time prize, completing the circuit in 23:02½, while his brother, Arthur Boehm, of the same organization, was second in 23:04. All but one of the fifty-two entrants came to the starting point.

With a winning margin of 30 points the Lafayette Wheelmen captured the silver cup offered to the club whose members scored the fastest average time over the course, the point system being used as a basis of award. The Lafayettes piled up 108 points, against 78 tallies earned by the Racycle Bicycle Club, who were second in the struggle for the cup. In the battle for the cup the net time of the twenty-five fastest men counted, the fastest being credited with 25 points for his organization, the next with 24 points and so on down to the twenty-fifth man, who earned 1 point for his club. The Crescent Bicycle Club, which was the first to have five members finish, took delivery of the gallon of ice cream offered for this distinction.

Prizes were plentiful, for in addition to those mentioned twenty-five place and five time awards were distributed. The handicap limit was seven minutes. As might be expected with such a large field there were a number of mishaps, which, as a rule, resulted in nothing more serious than broken bicycles. H. M. Lees, Jr., Lafayette Wheelmen, was painfully injured by riding into a ditch on the course. The Lafayettes came in for more notice when another of their members, Edwin Schmidt, who had a broken arm, pluckily started. He finished twenty-fourth with six minutes' handicap. Summary:

#### Place Winners.

	Hd.	Time.
Aldo MacDonald, B. W. ....	4½	25:39
W. Ed. Dorschell, C. B. C. ....	7	28:09½
Charles H. Thoms, C. B. C. ....	5	26:15
Arthur S. Waugh, B. W. ....	5½	27:35
Ernest Sampson, R. B. C. ....	3	25:15

Herman Klag, B. B. C. ....	2	24:25
Lyell V. Bossom, L. W. ....	2	24:30
Graham Rodemeyer, L. W. ....	5	27:35
Joseph L. Solan, L. W. ....	4½	27:15
August Leimbach, C. B. C. ....	4½	27:17
Joseph Hannibal, L. W. ....	6	27:50
William Foos, C. B. C. ....	4½	27:30
Frank Martin, R. B. C. ....	3½	26:31
J. Frederick Huber, C. B. C. ....	5	28:01½
Ralph Miller, L. W. ....	3	26:03
Edgar R. Boehm, L. W. ....	scratch	23:02½
Samuel Eby, C. C. ....	2	25:03
Arthur S. Boehm, L. W. ....	scratch	23:04
Louis J. Lenning, H. W. ....	4½	27:04½
Herman Kammann, H. W. ....	2½	25:35
John W. Trost, C. B. C. ....	4½	27:12
F. J. Kaczmarek, L. W. ....	6	29:40
Wilbur Lentz, R. B. C. ....	2½	26:00
E. Sauerwald, L. W. ....	3	27:20
E. Edwin Schmidt, L. W. ....	6	30:21
John Andrae, B. W. ....	7	31:25
George Peilstecker, C. B. C. ....	5½	30:00
Ferd. S. Plitt, C. B. C. ....	3	27:54
Fred M. Sarnborn, C. B. C. ....	3½	28:29½
Frederick Welsh, R. B. C. ....	scratch	25:07
Harry Linderman, R. B. C. ....	1	26:08
Henry Friers, C. C. ....	4	29:09
Charles Maver, C. C. ....	3½	28:55
Harry Spickerman, V. C. ....	4	29:40
John Ruhl, C. C. ....	scratch	25:47
William H. Martel, R. B. C. ....	2	28:24
Frank J. Nelson, unattached. ....	4	30:25
Henry B. Kratz, C. C. ....	4	30:45
Milton Ruhl, C. C., Jr. ....	4	31:04
John Ryan, B. W. ....	4	32:50
Frank Schallenberger, C. C. ....	scratch	28:51
Thomas Klug, unattached. ....	scratch	31:05
G. Andrew Miller, C. B. C. ....	2½	33:40
George Walker, B. W. ....	4	35:42
Frank Fertitta, unattached. ....	7	39:42
H. M. Lease, Jr., L. W. ....	4	36:54

#### Time Prize Winners.

	Hd.	Time.
Edgar R. Boehm, L. W. ....	scratch	23:02½
Arthur S. Boehm, L. W. ....	scratch	23:04
Herman Klag, B. W. ....	2	24:25
L. V. Bossom, L. W. ....	2	24:30
Samuel Eby, C. C. ....	2	25:03

Abbreviations—C. B. C., Crescent Bicycle Club; B. W., Bayonne Wheelmen; L. W., Lafayette Wheelmen; C. C., Carroll Cyclers; H. W., Highland Wheelmen; V. C., Voletville Cyclers; C. C. Jr., Carroll Cyclers Juniors; R. B. C., Racycle Bicycle Club; B. B. C., Broadway Bicycle Club.

Club competition for silver cup—Lafayette Wheelmen, 108 points; Racycle Bicycle Club, 78 points; Carroll Cyclers, 37 points; Crescent Bicycle Club, 33 points; Highland Wheelmen, 24 points; Broadway Bicycle Club, 23 points; Bayonne Wheelmen, 22 points.

#### Pye to Manage Motorcycle Track.

Ernest E. Pye, cycle rider and manager of the Salt Lake saucer, has leased the Coliseum Motordrome at Los Angeles, Cal., and will open it for motorcycle races on the 30th inst. He has been managing a cycle saucer in Los Angeles, but sees more money in motorcycle race management. Steve Senhouse, the speedy Australian, who last summer rode in bicycle and motorcycle races at Salt Lake City, has been engaged as one of the stars. Senhouse took up motorcycle racing at the opening of the motordrome in Salt Lake, and considering that he was comparatively green at this branch of racing, did very well at it. He has been assured a fast Merkel, in fact a duplicate of the one which Whittler has been using.



**FAST WORK AT GUTTENBERG TRACK**

**Goerke Makes a Sweep of the Events in Which He Enters—Weather Cold and the Crowd Small.**

Wintry blasts which swept across the Palisades on Sunday afternoon, 23d inst., chilled to the bone the handful of spectators who braved the elements to witness the races at the Guttenberg (N. J.) track. They were rewarded, however, for their grit by seeing some of the fastest and most spirited going which has occurred on that course this year. As usually is the case when he is present, Walter Goerke and his Indian swept everything before him, although Frank Hart by his game fights helped to give Goerke's victories the semblance of contests instead of runaways. Hart was the only one who was able to make Goerke keep busy, and what the latter did not gather in, the former did. Between them they captured the entire card of five events, Goerke taking three.

It was in the five miles handicap that the spectators were treated to some celeritous circuits. Gaucher, Thor, had the limit of 1:10 and was on his second lap when Goerke was sent away from scratch. Goerke tore jagged rents in the atmosphere right from the start and commenced to close in on the men in front in jumps. One after another was overhauled in short order, and in the second mile the watches caught Goerke in 56 seconds, equaling his record for the track. Hart, who had ten seconds handicap, made good use of it and it was not until the third mile that Goerke passed him on the turn in the backstretch. From then it was easy for Goerke, who held his lead safely and won by twenty-five yards. J. U. Constant, Indian, was third. Goerke averaged better than a mile a minute, doing the five circuits in 4:58.

Goerke had a walkover in his five miles match with Hart, the latter dropping out in the third mile. The Brooklyn flier swept the boards again in the fifteen miles handicap, the leader for the day. He easily shook Hart, who was on the scratch mark also, and mowed down the others in apple pie order. Next to Goerke, Hart had the fastest machine and was able to take second, while Ferd. Mercier, Indian, checked in third.

Another speed duel which made the crowd forget the cold was the ten miles handicap for single cylinder machines. It resolved itself into a duel between Hart and John Cox, who rode a French Buchet, and try as they would they were unable to shake each other. At the finish it was a dead heat, but in a mile run off Hart was able to defeat his rival by a small margin. Hart also tucked the five miles novelty away in his basket, Mercier, Indian, taking second. Summary:

Fifteen miles handicap, trade riders—Won by Walter Goerke, Indian (scratch); second,

Frank Hart, R-S (scratch); third, Ferdinand Mercier, Indian (50 seconds). Time, 15:41.

Ten miles handicap, trade riders, singles—Dead heat between Frank Hart, R-S (scratch) and John Cox, Bushet (scratch). Time, 13:42. One mile runoff to break tie—Won by Hart. Time, 1:25½.

Five miles handicap, trade riders—Won by Walter Goerke, Indian (scratch); second, Frank Hart, R-S (10 seconds); third, J. U. Constant, Indian (55 seconds). Time, 4:58.

Five miles match, trade riders, Walter Goerke, Indian, vs. Frank Hart, R-S—Won by Goerke. Time, 5:19.

Five miles novelty—Won by Frank Hart, R-S; second, Ferdinand Mercier, Indian. Time, 7:03.

**Racing in Frederick Fair's Finish.**

Motorcycle racing divided honors with the usual horse trotting meet at the closing of the Frederick Fair, Frederick, Md., on the 21st inst., and the double attraction depopulated the booths and exhibits. The motorcycles eclipsed the horses in interest, however, and the races, which were under the direction of Howard A. French, president of the Baltimore Motorcycle Club, furnished thrilling sport for the large assemblage. "Chic" Thomas, the pride of Baltimore, with his Indian, captured both the events he was eligible to enter, and incidentally hung up two new track records for the State of Maryland. The one mile for the championship of Maryland was handily won by Thomas in 1 minute 16 seconds, clipping 3 seconds from the former record made by him at Cumberland on October 5.

The five miles handicap brought out quite a large field, which, like the other races, was participated in by many Baltimoreans. In this event Thomas, riding from scratch, secured a new record for the distance on a half mile track in the State of Maryland, doing the five miles in 6:21. Second place was won by Galt (15 seconds), Indian, while Blakeny (60 seconds) captured third.

The three miles novice race was won by Blakeny, with Johnson second and French third, in 4:15. William S. Gosnell, a local rider, spoiled his chances in this race by running into the fence at the first turn, fortunately escaping with no more serious results than a smashed machine.

**Argentinans Try Motorcycle Racing.**

Motorcycle racing is becoming one of the popular sports of Argentina, and constituted an important feature of a recent program given by the Motor Club of Argentina, at Buenos Ayres. The motorcycles completely overshadowed the speed efforts of the automobiles in the day's events. In the four miles' race limited to machines of 2¾ horsepower or less, De la Fuente, on a Motosacoche, was the winner, in 6:12, while in the free-for-all at the samedistance Malgor, on a Matchless, was the victor in 3:36. In the latter event Rade and Barinotto, mounted on Pierce machines from the United States, were second and third.

**ST. LOUIS RIDERS IN MIXED MEET**

**Cycle and Motorcycle Enthusiasts Gather at Priest's Park—Orr the Star of Gasoline Contingent.**

One of the most exciting speed parties which has been given in the vicinity of the Mound City in many moons and which produced a new track record and drew several hundred enthusiasts to the spot, was held by the St. Louis (Mo.) Motorcycle Club at Priest's Park, near East St. Louis, Illinois, 11 miles from St. Louis, on Sunday, 23d inst. Both motorcycle and bicycle races were staged and both had their devotees who cheered lustily for them. There were five motorcycle events, which produced some nip and tuck going, especially when R. H. Orr and T. Bahnsen met. These two were the stars of the day, each taking two races, which included triumphs over each other. Orr captured the novice and the ten miles handicap, the latter being the warmest session of the meet. Orr had 660 yards and just managed to beat Bahnsen, who was on scratch, by three-fifths of a second after a hammer and tongs struggle. Bahnsen again started from scratch in the five miles handicap and was able to overhaul Orr who had 440 yards handicap. In the mile time trials against the track record of 1:23, Bahnsen cut a big slice from the old mark, pushing it down to 1:13¾. Cornwell did 1:23¾, and Orr registered 1:23½. H. E. Blue won the mile bicycle race in 2:41½, with Fred Minot and O. Roeder following in that order. Roeder arrived first in the three miles handicap, starting from the 60 yards mark. Summary:

Two miles novice—Won by R. H. Orr; second, C. B. Cornwell. Time, 2:53½.

Five miles handicap—Won by T. Bahnsen (scratch); second, R. H. Orr (440); third, C. B. Cornwell (440). Time, 6:42¾.

Half mile slow race—Won by Pierce. Time, 4:36¾.

Ten miles handicap—Won by R. H. Orr (660); second, T. Bahnsen (scratch); third, C. B. Cornwell (660). Time, 14:43¾.

Mile time trials, flying start, against track record of 1:23—T. Bahnsen, 1:13¾; C. B. Cornwell, 1:23¾; R. H. Orr, 1:25½.

One mile bicycle—Won by H. E. Blue; second, Fred Minot; third, O. Roeder. Time, 2:41½.

Three miles bicycle handicap—Won by O. Roeder (60); second, W. Martin (60); third, M. Hohner (75). Time, 8:00.

**Stubbs "Gathers" at Montgomery.**

Robert Stubbs, the Birmingham (Ala.) flier, took a fast Indian down to the state fair at Montgomery on the 22d inst., and gathered in both of the motorcycle events that were on the card. He negotiated the five miles race in 5:40, and went twice that distance in 11:06.



## SIXTEEN SURVIVE STRENUOUS RUN

**Minneapolis Club Members in Hard Two Days' Contest—Technical Committee to Decide the Winner.**

After two days of hard struggling against long stretches of loose sand, stones and hills, all but three of the 19 men who started on Saturday morning, 15th inst., in the Minneapolis (Minn.) Motorcycle Club's two days' endurance contest to Alexandria and return, straggled into the Flour City on Sunday night, 16th, voting the test which they had just finished the most severe ever held by the club. Although the technical committee which took charge of the machines upon their arrival has not yet announced the results, it is very likely that there were no perfect scores, and the wonder is that so many survived, in view of the adverse conditions. Not only were the riders forced to maintain a fast schedule, but they also were forbidden to carry any tools other than a tire repair kit, a restriction never before enforced in this country. Consequently when a contestant encountered mechanical trouble he was forced to wait until one of the official cars came along, to borrow tools to remedy his trouble.

Owing to the fact that the course was laid out hurriedly from maps and without any first hand knowledge of the road conditions, the riders did not know what they were up against until they actually came upon the bad roads. Their troubles commenced soon after leaving Minneapolis behind and continued all the way to Alexandria. There were numerous spills owing to the bad roads and these falls usually resulted in mechanical mishaps of some sort. To add to the difficulties, a high wind blew the confetti from the road in places and several riders went miles out of their way. Beyond St. Cloud the route touched a region where forest fires were raging and several times the road was blocked by fallen trees, which had to be dragged aside. All but three arrived at Alexandria early Saturday night and the stragglers came in quite late.

On Sunday the roads showed no improvement and mechanical troubles were frequent. Some of the riders sustained bad falls by being forced into the ditch by automobiles that refused to yield part of the road. None were seriously hurt from this cause, however. William Edwards, Merkel, was the first to be eliminated. He had been having trouble all day with his machine and chucked it when he reached Glenwood, taking the train for home. J. W. Trumble, Merkel, and George Wagner. Wagner also failed to reach Minneapolis Sunday night. They were last reported at Litchfield, the noon stop. Trumble was forced out on account of mechanical trouble near Glenwood and trained it home, while

Wagner lost the road. A few miles outside of Minneapolis the survivors were met by a delegation from the club, who escorted them to the final control, bringing out lamps for those who had none, to save them from running afoul of the city ordinance. Two trophies were hung up for the contest by local manufacturers. The Thiem Mfg. Co. offered a silver loving cup, valued at \$50, as a free-for-all prize, and the Wagner Cycle Co. put up a silver medal for the single cylinder class. Both prizes must be won twice in succession to become the permanent property of the holder.

Those who checked in at the finish were the following: Guy W. Web, 4 Harley-Davidson; E. H. Hammer, 2¾ Indian; William E. Barnaby, 5 Indian; R. W. Gates, 4 Harley-Davidson; E. A. Thiem, 4 Thiem; A. Strand, 4 Thiem; Ralph Mongan, 4 Thiem; J. M. Michaelson, 4 Minneapolis; Paul Dunnavan, 4 Harley-Davidson; B. C. Ostrander, 4 Harley-Davidson; Edward Worthington, 4 Wagner; Culver Gould, 4 Thor; R. Enmark, 4 Excelsior; Vernon Webster, 4 Excelsior; Charles E. Brandel, 4 Excelsior; George C. Klix, 4 Excelsior.

### Fast Schedule for Fort Wayners.

Running on 22 miles an hour schedule, 14 of the 31 starters in the South Bend (Ind.) Motorcycle Club's 175 miles "endurance run" to Fort Wayne and return Sunday, 16th inst., finished with perfect scores despite police interference caused by one of the contestants colliding with a bicyclist, who sustained serious injuries. The performance of Otis Sprout, a one-armed rider, who finished only nine minutes late, was one of the features of the contest.

While the speed merchants were splitting the wind through Mishawaka one of them ran into Ray Nikart, 14 years old, who was riding a bicycle. Nikart was picked up unconscious and removed to the hospital suffering from internal injuries. The rider gave his name and number and word was sent to the police, who stopped all but one of the contestants on the return trip, but they were unable to find the one who had been concerned in the accident. The only one who escaped the inquisition of the blue-coats was Sprout, who tore through the town so fast that all efforts to stop him were futile.

Another contestant, Fred Larson, who rode a Thor, was put out by colliding with a buggy near Mishawaka. The vehicle was overturned and Larson suffered several broken bones.

Those who finished perfect were the following: Charles Weatherhead, Harley-Davidson; Vernon Yoder, Harley-Davidson; R. M. Webster, Harley-Davidson; Dean Nusbaum, Harley-Davidson; E. L. Benz, Thor; George McNeal, Excelsior; C. B. Frank, Excelsior; F. S. Andrews, Excelsior; Lloyd Andrews, Excelsior; J. B. Seibert, Excelsior; Ben Roth, Excelsior; Edward Grochoski, R-S, and Clyde Fuller, Indian.

## MAKE PORT JERVIS DESPITE MUD

**Easton Motorcycle Club Riders Negotiate 170 Miles Round Trip Run Successfully—Chicken Dinner Sequel.**

Over part of the memorable course—fortunately not the worst part—of the national endurance run last summer, seven members of the Easton (Pa.) Motorcycle Club battled with muddy roads, caused by heavy rain the night before, in the club's first "endurance run" of 170 miles, from Easton to Port Jervis and return, Sunday, 9th. Much to the joy of the contestants the run was not marked by the slaughter which characterized its big brother, and only two of the seven fell by the mudside, the others being in at the finish despite the fact that they started over an hour behind schedule and had to make up half an hour. Eight of the fifteen entrants decided to stay at home, when, upon turning out Sunday morning, they saw what Jupiter Pluvius had done to the roads the night before. The others were game, however.

John Rosenberry, R-S, captured the gold medal in the twin cylinder class, with a score of 992 points, and Duke Beebe, Excelsior, collected the disk of engraved precious yellow metal in the class for singles. He arrived with 954 points to his credit. Bronze medals were awarded to the following: A. S. Hoffman, Indian, 990 points; E. Eckel, Indian, 980 points, and A. Merritt, Indian, 968 points. Charles Stocker was eliminated by a fall near Delaware Water Gap, but later an automobile came along and picked up both him and his machine. The other down-and-outer was Charles Glackin, who went down in the soft mud for the last time when almost in sight of home. Although all the survivors performed some thrilling acrobatic stunts, they were penalized only for lateness at controls. The riders were checked at Easton, East Stroudsburg and Port Jervis coming and going, by Charles Boyer, Excelsior, who accompanied the riders and acted as general utility man. Those who finished celebrated the occasion by sitting down to a chicken dinner.

### Hutchinson Sees Weishaar Win Twice.

With the stands thronged to capacity, Hutchinson, Kan., witnessed its first motorcycle and automobile races at the fair grounds, on the 13th inst. Honors in the motorcycle classes were taken by Ray Weishaar, Indian, who won both events with ease. In the five miles race he covered the distance in 6:42½, with M. L. Wilson, Harley-Davidson, beating Paul Warner, Indian, for second. Weishaar, who was a visitor from Wichita, repeated in the ten miles race, with Wilson again the runner up. Weishaar's time for the ten miles was 13:29.



**KLARK A WHIRLWIND AT DETROIT**

**Steals Huyck's "World's Circular Mile Dirt Track Record"—Kirk and Rath Take a Victory Apiece.**

Midget Fred Huyck's once extensive garden of records, which has been wilting and dying rapidly of late, lost another pretty flower on Sunday, 23d, when Don Klark, the rapidly rising young Detroit (Mich.) comet transplanted the Chicagoan's "world's circular mile dirt track record" of 51½ seconds, made at Detroit two years ago, to his own lusty record patch. Klark accomplished this bit of horticulture at the Detroit Motorcycle Club's meet at the state fair track, when after three attempts he made a complete mile orbit in 51 seconds flat. It was the most hair-raising exhibition of speed on a motorcycle that Detroiters have witnessed since the memorable visit of Goerke, Kellog and Huyck two years ago when a veritable harvest of records fell.

It was a Klark meet and not even such cracks as Harvey Bernard or Mack Eddy were able to stay the local flier's winning streak. Of the seven events, Klark won five. In addition to the time trials, the scalps which he gathered with his fleet Indian were the five miles 50 cubic inches, ten miles handicap, unknown distance which went 11 miles, and a five miles match with Eddy.

In his three time trials Klark steadily bettered each previous performance while Bernard was unable to come anywhere near the Detroiters' mark when the latter got into his full stride. Klark's first attempt netted him 0:54, while Bernard required three-fifths of a second more. In the second round Klark was clocked in 0:52¾, against Bernard's mark of 0:53¾. Encouraged by his close proximity to Huyck's figures Klark tried a third time and struck pay dirt, blasting his way round in 51 seconds flat and knocking the fractional three-fifths from Huyck's record. Bernard fell back to 0:54 on his third trial and the battle with Father Time was over, with Klark the victor. The novice was won by F. Rath, Indian, and F. Kirk, Excelsior, accounted for the five miles, 30½ cubic inches class.

**Summary:**

Five miles, novice—Won by F. Rath, Indian; second, F. Kirk, Excelsior; third, Goettsche, Indian. Time, 5:58½.

Five miles, 50 cubic inches class—Won by Don Klark, Indian; second, W. Fangart, Indian; third, F. Rath, Indian. Time, 5:57½.

Five miles, match, Don Klark, Indian, vs. Mack Eddy—Won by Klark. Time, 5:18.

Mile, time trials, flying start—Don Klark, Indian, 0:54, 0:52¾, 0:51; Harvey Bernard, Indian, 0:54¾, 0:53¾, 0:54.

Ten miles, handicap—Won by Don Klark, Indian (scratch); second, Mack Eddy (15

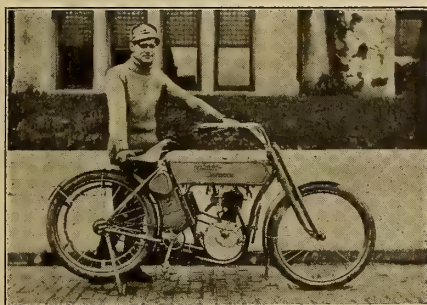
seconds); third, W. Gilmore (2:45). Time, 9:02¾.

Five miles, 30½ cubic inches class—Won by F. Kirk, Excelsior; second, W. Gilmore; third, Groll. Time, 6:09.

Unknown distance—Won by Don Klark, Indian; second, Harvey Bernard, Indian; third, Mack Eddy. Time, 10:25¾.

**Walsh Wins Chicago Reliability.**

Only two of the seventeen starters in the Chicago Motorcycle Club's first semi-annual reliability run of 170 miles to Rensselaer, Ind., and return, on Sunday, 23rd inst., survived the strenuous Hoosier roads, the others being lost en route. W. L. Walsh, captain of the club, who rode a Harley-Davidson, fulfilled the noblesse oblige of his office very creditably by making the only perfect score, thereby being the first to win the \$100 club silver cup. He will hold it until it again is competed for.



WALSH AND HIS HARLEY-DAVIDSON

J. C. Hart, also on a Harley-Davidson, was the other survivor, and although he did not finish perfect, he came close to it, his score being 992 points. The roads were very heavy and most of those who were eliminated retired in the first 50 miles.

**"Tourists" Card a Fifty Miles Non-Stop.**

Although its constitution forbids it to promote racing or endurance runs, that original and exclusive organization known as the Motorcycle Touring Club of New York will indulge in a mild form of competition styled a fifty miles non-stop run tomorrow (Sunday). The course will be a ten miles circuit on Pelham Parkway, which will be covered five times. Club pins will be awarded to all who go the route without stopping, and a rider will be considered out when his rear wheel ceases to revolve.

**Olympic Park Meet Postponed.**

Because enough riders to fill the events did not put in an appearance, the regular Sunday motorcycle meet scheduled at Olympic Park, Newark, N. J., on the 23 inst., was called off. A big card has been arranged for tomorrow (Sunday), when Goerke, Teubner, Hart and other cracks are billed to appear.

"The A B C of Electricity." Price, 50c Bicycling World Co., 154 Nassau Street New York City.

**BALKE BRILLIANT AT ASCOT PARK**

**Gives Los Angeles Fans Some Stirring Sport—Novelty Race Provides Stained Faces and Much Amusement.**

Charles "Fearless" Balke was the brightest of the galaxy of stars that shone at Ascot Park, Los Angeles, Cal., Sunday, 17th inst. He won the blue ribbon of the afternoon, the hour race, in peerless fashion, taking the lead at the start and holding it to the end. Balke also collected first prize in a ten miles open, and further endeared himself to the large crowd present by his display of good sportsmanship in his match with Graves, by refusing to take advantage of the latter's fall. Byron Bueneman had a speedy Thor, which outran the field in a ten miles handicap and a ten miles for twins.

Running around on his Indian with clock-like regularity, Balke reeled off 61½ miles in one circuit of the minute hand around the dial, in a non-stop run. Erwin Knappe, Indian, pursued Balke vigorously and relentlessly, but was unable to recover any of the two laps which the latter gained on him early in the grind. E. Verral, Merkel, finished third, and Don Johns, Excelsior, arrived fourth.

In the ten miles handicap, Balke, who started from the honor mark, did some more whirlwind riding and speedily caught the field. He continued his fast gait to the finish, registering 9:07¾ for the trip. Edwin Knappe, Indian, took second on a ten seconds allowance, and E. E. Lampton was third. There was promise of some hurricane riding when Balke and Graves, who rode a Merkel, clashed in the first heat of a five miles match, but unfortunately Graves took a bad fall on a turn and sustained painful bruises. Balke refused to take advantage of the accident and the match was declared off. Balke then rode a two miles exhibition in 1:45¾.

Knappe, on an Indian, won the curtain raiser, eight miles for stock machines, without being forced to pull out all stops. Second place went to Clarence Briggs, Excelsior, and Johns, Excelsior, was third. Bueneman rang in first in the ten miles handicap from scratch, and repeated in the ten miles open twins. The frantic efforts of the riders in the novelty race to beat each other in cramming down blackberry pie and guzzling a bottle of soda sent the crowd into roars of mirth. Some of the contestants smeared more of the filling over their faces than they placed in their stomachs. E. R. Dyer was the winner in 5:00¾, and McKee was second best.

**Summary:**

Three miles novelty—Won by E. R. Dyer; second, McKee; third, Schaefer. Time, 5:00¾.

Eight miles, stock machines—Won by Edwin Knappe, Indian; second, Clarence



Briggs, Excelsior; third, Don Johns, Thor. Time, 9:16½.

Ten miles, twins—Won by Byron Bueneman, Thor; second, K. Verral, Merkel; third, Don Johns, Thor. Time, 10:41½.

Ten miles handicap, free-for-all—Won by Charles Balke, Indian (scratch); second, Edwin Knappe, Indian (10 seconds); third, E. E. Lampton, Indian (1:10). Time, 9:07½.

Ten miles handicap, 40 cubic inches class—Won by Byron Bueneman, Thor (scratch); second, E. E. Lampton, Indian (10 seconds); third, Al Ward, Merkel (10 seconds).

One hour race—Won by Charles Balke, Indian; second, Edwin Knappe, Indian; third, K. Verral, Merkel; fourth, Don Johns, Thor. Distance, 61½ miles.

#### Hoefflerle and Voss Star at El Paso.

Despite the serious injuries which he sustained the previous day in the accident which cost the life of John McCarver, Fred Hoefflerle "came back" for the second day's racing at El Paso, Ill., on Friday, 14th inst., and gathered in the lion's share of the card by whirlwind riding. Hoefflerle, who rode an Excelsior, took title to first prize in the fifteen miles open and in a pair of five miles events. He also was placed in two other races and took second in the time trials. Edward Voss, Excelsior, shared some of the glory, taking three firsts, including the time trials, in which he was clocked for a mile in 1:22.

#### Summary:

Fifteen miles open—Won by Fred Hoefflerle, Excelsior; second, A. H. Whigham, Excelsior; third, Edward Voss, Excelsior. Time, 22:30½.

Five miles, 30½ cubic inches—Won by Fred Hoefflerle, Excelsior; second, Edward Voss, Excelsior; third, W. Johnson, Excelsior. Time, 6:53½.

Ten miles, 30½ cubic inches—Won by Edward Voss, Excelsior; second, Fred Hoefflerle, Excelsior; third, A. H. Whigham, Excelsior. Time, 12:25½.

Five miles, 30½ cubic inches—Won by Edward Voss, Excelsior; second, A. H. Whigham, Excelsior; third, W. Johnson, Excelsior. Time, 7:00.

Five miles, 30½ cubic inches—Won by Fred Hoefflerle, Excelsior; second, Edward Voss, Excelsior; third, A. H. Whigham, Excelsior. Time, 6:51¼.

Ten miles handicap—Won by A. H. Whigham, Excelsior; second, W. Johnson, Excelsior; third, Edward Voss, Excelsior. Time, 15:23½.

Mile time trials, flying start—Voss, Excelsior, 1:22; Hoefflerle, Excelsior, 1:23¼.

#### Robinson is Aurora's Borealis.

One motorcycle race was on the program at the automobile meet held at the Aurora (Ill.) Driving Park half mile track, on the 18th inst. It was a ten miles free-for-all and was won by Robinson, Excelsior, who made the trip in 17:00. Reese, Harley-Davidson, took second, and Graham, Indian, was third.

## WATSON WINS CANADIAN CLASSIC

### Novice Runs Away with Dunlop Handicap—

#### Time Prize Winner Also a Surprise—

#### Andrews Defeats Schieder.

Upsetting all prognostications of the wise ones, George Watson, a novice member of the Queen City Bicycle Club, in a runaway, won the Dunlop 20 miles bicycle team road race, the blue ribbon cycling event of Canada, held at Scarboro Beach, Toronto, Ont., on the 15th inst. The winner's time was 1:04.38, and he finished 500 yards ahead of W. J. Sargent, the second man. Watson, who was one of the limit men, with 11 minutes handicap, was the first to be sent away and never was headed. He rode like



a streak from the start and at the outward turn on the Kingston road he had rolled up a lead of a quarter mile, which he further increased by 60 yards on the homeward run.

Quite as surprising as the unexpected triumph of Watson was the performance of Frank Brown, a Stratford youngster, who captured first time prize against a field of more experienced cracks. Brown, who was in the two minutes' division, had for company such formidable talent as "Doc" Morton, F. Klingbul, last year's winner, and Harry Young, but he ran right away from these veterans and the scratch men never were able even to sight him. Just what a hurricane pace Brown set may be judged from the fact that he climbed up from 39th place at the halfway station to fourth at the finish. Over 80 riders started. The Queen City Bicycle Club of Toronto captured the Dunlop Trophy, the team prize. Six teams competed for it.

Klingbul was the victim of the most serious mishap that the contest produced.

He sustained a bad fall and broke his collar-bone. While the event was in progress on the road a series of short distance races between Walter Andrews and Joseph Schieder was held at the race track selected for the finish. The first was a quarter mile sprint which Andrews won by half a wheel in a slashing finish. Time, 0:34. There was much stalling in the half mile, both men being unwilling to take the lead, but after much jockeying Andrews finally outgeneraled Schieder and forced him to set the pace. At half a lap to go Andrews jumped and flashed past Schieder, who was unable to meet the spurt. Andrews won by a length. He made it three straight in the mile race, defeating Schieder by ten yards. Barry won the three miles motorcycle race in 5:49, with Pape second and Hall third.

The first 20 men to finish in the road race were the following: 1, G. Watson, Q. C. B. C.; 2, W. J. Sargent, unattached; 3, F. Dunnitt, unattached; 4, Frank Brown, Stratford; 5, S. Lawrence, Tecumseh B. C.; 6, P. Richards, unattached; 7, C. Staunton, Q. C. B. C.; 8, A. Watson, Q. C. B. C.; 9, R. Bingley, Q. C. B. C.; 10, W. A. Welsh, unattached; 11, W. Rogers, Q. C. B. C.; 12, A. B. Bingley, Q. C. B. C.; 13, W. Foster, Tecumseh B. C.; 14, H. Monley, Q. C. B. C.; 15, Harry Young, Tecumseh B. C.; 16, C. Hanson, R. C. B. C.; 17, A. B. Lake, D. B. C.; 18, Harry Bowden, D. B. C.; 19, W. McCarthy, Stratford; 20, J. J. Golden, Tecumseh, B. C.

#### Darragon's Battle Yields Records.

Never before did Darragon, the French champion long distance motor paced rider, have to work so hard to land first prize in a big race, as on Sunday, October 16, on the Velodrome du Parc des Princes, Paris, when he covered 77.890 kilometers in the hour. Lavalade, Seres, Nat Butler and Didier were determined to humble the champion and he was compelled to ride his best for the entire distance. As a result, records began to tumble after the 50th minute, and Darragon was leading by exactly one kilometer when the 3600 seconds had been ticked off. Lavalade was second, with 76.880 kilometers; Seres, third, with 74.580 kilometers; Butler fourth, with 71.380, and Didier fifth with 70.980.

The early part of the race was run in a frenzy of excitement, Seres leading off with a terrific burst of speed, but despite this, Darragon was able, in the tenth kilometer, to draw up on even terms. The time for the ten kilometers was 7 minutes and 50 seconds. Butler could not stand such long continued speed grinding and was lapped in the 12th kilometer. At the 20th kilometer Lavalade had to acknowledge defeat by being lapped by Darragon; only Seres managed to keep the champion from lapping him more than once in the hour. Despite the railroad strike and the cold the velodrome was crowded to the limit, and Darragon received an extraordinary ovation at the end of his record-breaking performance.



# EXCELSIOR LAUTO-CYCLE

## THE QUALITY THAT COUNTS

In the Western District F. A. M. Chicago-Indianapolis Reliability Run,  
13 Excelsior Auto-Cycles Started, 11 Finished with Perfect Scores.



The Excelsior Trade Team in the Elimination Run that followed, covered nearly 1,500 miles without a stop or adjustment except for tires and a couple of pedals bent in falls.

Think of it! Three motorcycles covering a total distance of over sixty-five hundred miles without missing an explosion or requiring one minute's attention or adjustment.

Belts? Yes, of course, and the same belts with which the run was started are still in use and in perfect condition, showing no stretching whatever.

The teams would be running yet in as good form as ever, but Richardson was put out through collision with an automobile on a turn out of La Porte, Ind.

The original Excelsior entries were 4 trade riders, all of whom finished perfect, and 9 private owners, 7 of whom finished perfect, but one was disqualified for entering a secret control one minute ahead of the time limit.

One was delayed by tire troubles and one was put out by a fall that bent his front wheel, giving, out of 13 starters, 11 Perfect Scores, one, 976 points.

THIS IS EXCELSIOR QUALITY THAT ALWAYS MAKES GOOD

Write for illustrated catalog C11

# EXCELSIOR SUPPLY COMPANY

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Chicago, Illinois



### Cycling Trio Treks to Tulsa.

After a 725 miles bicycle ride, two women and a youngster have reached Tulsa, Okla., from Denver, Col. Mrs. Luella Whitlock, her small son, Frank, and her sister, Miss Ermora Whitlock, are the trio who made the arduous trip, the boy riding on a seat attached to the handlebars of the machines, alternately. The start was made on Labor Day, and the trip was completed in a month to a day, without riding Sundays. Numerous bad roads were encountered until Oklahoma was reached, after which the riding was much better and good time was made. One of the women in an interview said:

"The trip has been far from a pleasure jaunt. We have camped several nights along the roadside and depended for sustenance on the game we killed. We carried a revolver and a rifle and are both good shots. The farmers along the way were very kind to us. In several cities we received a hearty welcome, and attracted more attention than we desired all along the route from Denver. We intend making Tulsa our home for a few months, anyway, but when spring comes we will likely start around the world on a bicycle trip. No women have completed such a feat, and we think we are capable of going around the world after covering the rough roads between here and Denver."

### Help Change New Jersey's Law.

That the motorcyclists are to take an interest in the coming New Jersey elections and that they must be reckoned with is evidenced by a movement started by the New Jersey Motorcycle Club, of Newark, to combine interests with the Associated Automobile Clubs of New Jersey and the New Jersey Automobile Trade Association in their campaign for the election of such candidates to the next legislature as pledge themselves to the repeal or amendment of the present automobile law and motorcycle law. At a recent mass meeting the automobilists passed resolutions in favor of the repeal of the present touring license and registration clause, as well as asking that any funds received from license fees be used for the improvement of the roads, and that the fee be in lieu of taxes on the machine. Not only are the motorcyclists affected by the existing clauses, but by the retaliatory measures which have been adopted by neighboring States, making it necessary for Jersey riders to take out licenses before they can tour through them, notably Pennsylvania. It is expected that not only will the lot of the tourist be bettered, but that the condition of the State roads will be improved by this political activity.

### Attributes His Longevity to Cycling.

That cycling tends not only to lengthen the span of life, but incidentally increases the rider's pleasure and enjoyment in life, is well illustrated by Charles L. Corwin, of

Greenport, L. I., who is 92 years of age, and may be seen riding a three-wheeled machine on the roads of his home town almost every pleasant day. Mr. Corwin is a contracting builder and continues in active business life. He attributes his continued health and joy in living to his outdoor life and cycling exercise.

### Making the Guide Board Picturesque.

It is no longer sufficient that a guide post should "show the way," or even that it combine with utility the artistic. Another attribute is imperative, at least in California; there it must be melodious, also. This effect is due to the action of the supervisors



of Los Angeles, Ventura and Santa Barbara counties who some time since granted to a real estate association the privilege of marking the El Camino Real (the King's Highway) road by artistic bell guide posts. In Los Angeles the bells are familiar to all travelers, 36 of them being scattered throughout the county, while 14 not long since were put up in Ventura county; there are a few others in Orange county, Santa Barbara, Santa Clara, Monterey and San Francisco and 20 more are to be erected. The bells are counterparts of the Mission bells poetically handed down since the Spanish occupation. They are so suspended from metallic staffs about 18 feet high that even a gentle wind is sufficient to tinkle them.

### Real "Horse Laugh" for a Motorcyclist.

Until recently a "horse laugh" was a figurative myth in the strict sense of the word, and when it did occur, emanated from the throats of humans who had indulged in jokes at the expense of others, but during the recent F. A. M. Western District endurance run E. T. Vandemark, of Chicago, one of the contestants, got what so far as known is the first real equine laugh. Vandemark had lost his way and coming up behind a wagon found that there was not room to pass. No attention was paid to his shouts to the driver to let him go by, and Vandemark soon reached a stage where he was angry enough to chew brass tacks. He finally came to a spot where he was able to pass the rig, and after doing so he turned to berate the driver for the latter's hoggishness. He discovered to his amazement, however, that the seat was empty. It was a rural free delivery mail wagon and the driver was quite a way ahead. As Vandemark looked back he nearly tumbled out of the saddle with astonishment to see, as he solemnly swears, the horse looking at him with a clearly apparent grin on his equine countenance. "It was a real horse laugh that he gave me," concludes Vandemark.

### Motorcycle Squad Proves Efficient.

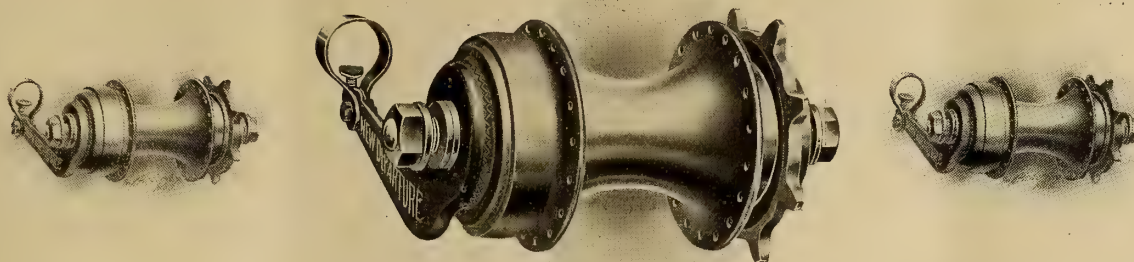
Such efficient service has been rendered by "the Flying Squadron" of the Detroit (Mich.) police department, which has brought fame to itself and the motorcycle as a police adjunct, and which originally was composed of five members, that the squad has been increased to a large division of the department. The squad is divided into two bodies, one of which, the traffic division, takes care of the automobile and motorcycle speeders, while the other, in shifts of three men at each station, goes out when the services of an officer are needed in a hurry. The latter body in the last month made 3,239 runs and 143 arrests. The men in the traffic squad are furnished with speedometer equipped machines capable of making 70 to 80 miles an hour, and are therefore able to tell the speed of passing machines and to catch them if occasion should require.

### Bicycles and Motorcycles in Paris.

Like the American cities where the count has been taken, bicycles enormously outnumber automobiles in Paris, France, despite the fact that the casual sidewalk observer would venture to say that the horse drawn and motor vehicles in the French capital are so numerous that it would appear impossible that bicycles should overtop them. As against the 50,000 lorries and delivery vans and the 14,540 cabs of all classes, the official registration figures show 261,723 bicycles and 5,256 motorcycles.

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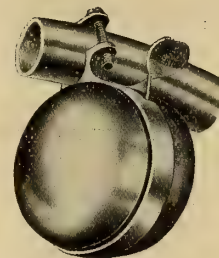
Specify New Departure coaster brakes on new wheels; purchase a few loose bells from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



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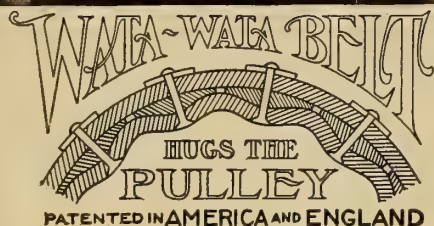
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### Railroad Buys Syracuse Boulevard.

That which was expected to be one of the beauty spots of Syracuse, N. Y., and which will be well remembered by the cyclists of the vicinity, has become a thing of the past, in the closing of the Lakeside boulevard. This driveway, which was started and owned by prominent business men of the city, was opened to the public in September, 1893. It was popular with cyclists, and for their benefit electric lights were strung along its length for evening riding. Subsequently the foundations were discovered to be of inferior grade, and in the spring it took several weeks for it to dry enough, after the rains, to be opened to the public. The Delaware, Lackawanna & Western railroad now has closed a large portion of the \$75,000 road, for which it paid but \$20,000. It is not believed the new boulevard built by the railroad company will ever take the place of the old one, as no attempt has been made to beautify it or make it a pleasure drive. That portion of the old boulevard which extends from the club house to Long Branch, as well as the short stretch from the club house to the State Fair grounds is still open and is owned by the Lake Parkway Company.

### Tour 1,600 Miles on Motorcycles.

With a new appreciation of the scenic beauties of their home State, Frank Young and A. F. Chase, of Redlands, Cal., have completed a 1,600 miles pleasure and sight-seeing trip on their motorcycles. During the trip the machines gave no trouble, and only two punctures punctuated the joy of their travels. Leaving Redlands on September 2 they visited successively Newhall, Santa Barbara, Los Olivos, Pas Robles, King City, San Jose, Oakland and Sacramento. After taking in the State fair they rode to Oroville and spent a week fishing and hunting in the neighboring mountains, with relatives. Returning by the way of Chico, Salinas, Santa Cruz with its big trees, Pas Robles, Los Olivos, Santa Paula and Redlands, they completed a trip which will never be forgotten. Not only did the fact that the machines gave no trouble permit them to give their entire attention to the pleasures and beauties of the trip, but their enjoyment was materially added to by their independence of trains and schedules. They were able to go where and when they willed without regard to schedules.

### Reading Cyclists Elect Officers.

At the annual meeting of the Electric Wheelmen, Reading, Pa., officers were elected for the coming year as follows: Francis Paff, president; Irvin Mumma, vice-president; Horace Rogers, recording secretary; James Simons, Jr., financial secretary; Neff H. Rhode, treasurer; Grover Yergey, captain; Neff H. Rhode, chairman race committee; James Long, Luther Rhode, Howard Brocker, John Loush and Walter Moyer, trustees.

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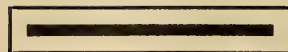
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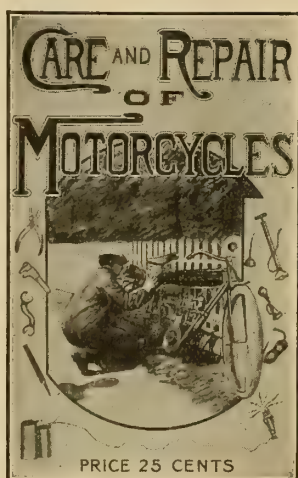
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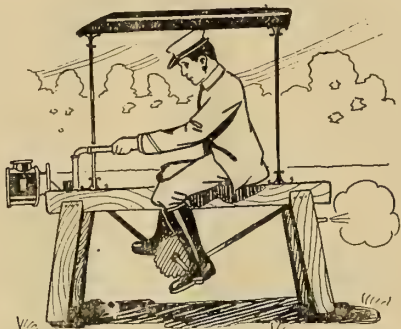
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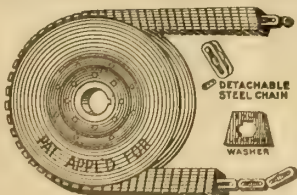
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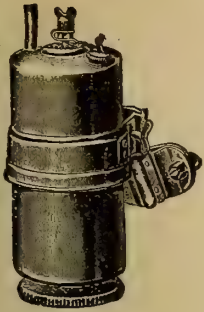
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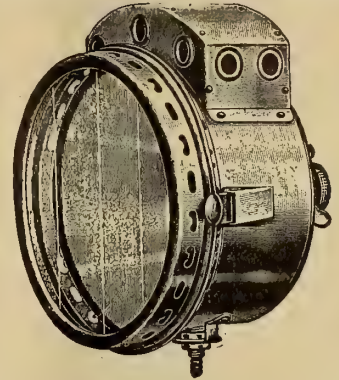
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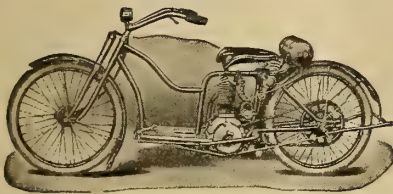
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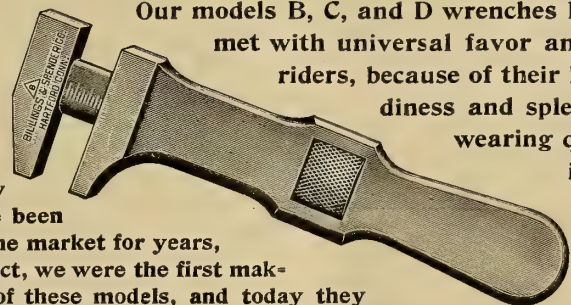
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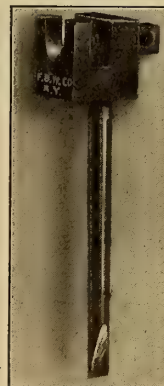
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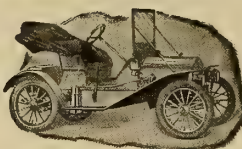
**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



# Star Ball Retainers

**WHO? Tell Us**

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 36, Germany



**Metz Runabout**

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

**METZ COMPANY, Waltham, Mass.**



## NO DEAD ONES—ALL "SELLERS"

Good Agents Wanted in Territory not Already Taken.

**"OXFORD" and "ROYAL ROADSTER" BICYCLES**  
IMMENSE STOCK—RIGHT PRICES—IMMEDIATE SHIPMENT.

Catalogue?

**ALBERT E. GOODBY**

57 Washington St., Providence, R. I.

## MICHIGAN ROCK MAPLE RIMS

—None Better

Made by **LOUIS RASTETTER & SONS, Fort Wayne, Ind.**

**TO THE LIVE MAN** interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

**THE BICYCLING WORLD COMPANY**  
154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to  
**THE BICYCLING WORLD AND MOTORCYCLE REVIEW**  
for one year, commencing with the issue of \_\_\_\_\_

Name \_\_\_\_\_

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Indian and Merkel Motorcycles.  
Parts, Repairs, Accessories and Storage.  
Complete Power Repair Shop and Experienced Men.  
F. B. WIDMAYER CO.  
Tel. 998 River. 2312 Broadway, New York

J. F. McLoughlin,  
MERKEL MOTORCYCLES

244 East 52nd St., New York. Phone, 5635 Plaza.  
Residence, 154 East 49th St.

TIGER CYCLE WORKS CO.  
782 Eighth Ave., NEW YORK.

ROYAL PIONEER MOTORCYCLES.  
Eclipse Free-Engine Pulleys and Racyle Bicycles.  
Full Line of Parts and Accessories.

T. J. SIXSMITH,  
New York Headquarters for R-S MOTORCYCLES.  
Expert Repairing, Storing. Spare parts for all makes  
of Motorcycles.  
203 West 100th St., NEW YORK  
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J. C. FOLEY, Motorcycle Garage,  
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Repairs, Supplies, Storage.

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BEDFORD MOTORCYCLE CO.  
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"THOR" AND EXCELSIOR MOTORCYCLES  
Repairs, Supplies. Telephone, 769-W Bedford.

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A. H. PATTERSON, Brooklyn Agent.  
(Successor to F. A. Baker & Co.)  
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Bicycle and Motorcycle Supplies.  
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Agents Indian Motorcycles.  
All kinds motors repaired and sold.

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HENDEE MFG. CO.,  
CHICAGO BRANCH: 1251 Michigan Avenue,  
PERRIN B. WHITNEY, Manager.  
INDIAN MOTORCYCLES

## HIGH GRADE

wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

MORSE TWIN  
ROLLER CHAIN

NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING

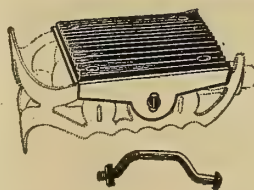
The only chain having FRICTIONLESS  
ROCKER JOINTS. Insist on having the  
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE  
PRICE TO

MORSE CHAIN CO., Ithaca, N. Y.

## SPROCKETS

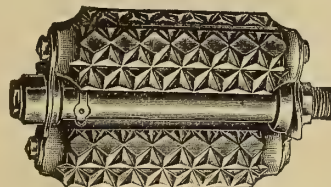
We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade  
HYDRAULIC-PRESSED STEEL CO.  
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WALD PEDAL  
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3-16 in. thick rubber  
covering the pedal,  
keeps the shoe from  
slipping and cutting the  
sole.

Sold by Jobbers.

WALD MFG. CO.  
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STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

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BICYCLE LUGGAGE  
CARRIER

Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
detached instantly with adjustable hook. Good sellers,  
because the riders all want them and the price  
is popular. Write for Prices.

D. W. WIRE AND IRON WORKS, Louisville, Ky.

## Do You Endorse Our Policy?

The splendid victory for price maintenance and profit assurance won with the help of the retailers has strengthened us even more strongly in our determination to maintain the high quality of the

## IVER JOHNSON Safety REVOLVER

Maintaining the price, we can keep it the finest revolver in the world.

The Iver Johnson is a one-price revolver. We play no favorites. Big dealer or little dealer, the same fair, honest treatment for all. This has been and always will be our policy.

Don't you, Mr. Dealer, endorse such a course? Then why not stock up at once?

## IVER JOHNSON'S ARMS &amp; CYCLE WORKS

Factory and General Sales Office:  
360 River Street FITCHBURG, MASS.  
New York: 99 Chambers St. Pacific Coast Representatives: Phil. B. Bekeart Co., San Francisco, Cal.

## The MOTT WHEEL WORKS

Utica, N. Y.

BICYCLE AND MOTORCYCLE

## Rims and Mud Guards

ABBOTT & BAILEY, Sales Agents  
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## Special Stampings

FROM

## SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

1911 Proposition on Bicycles and  
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Write for Prices

## SIDNEY B. ROBY CO.

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## MESINGER

## CAVALRY AND STANDARD

## Motorcycle Saddles

with Fibre Friction Shock Absorber, are  
Superior.

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Motorcycle Supplies

We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.

NEW YORK SPORTING GOODS CO.  
15 and 17 Warren Street, New York



## American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

AMERICAN MOTORCYCLE CO.  
Wells & Seigel Sts., Chicago



# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

## DUCKWORTH CHAINS

long ago proved that they have no equals for either

Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.

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### MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.  
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## RELIANCE

### Motorcycles

Get catalogue and prices.

**Reliance Motorcycle Co.**

Owego, Tioga Co., N. Y.

## Bargains Extraordinary

in

### MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

**2000 1908 G & J double clinch, raised tread.**

These tires are not "seconds."

**1909 M & W moulded double clinch.**

DEALERS, WRITE FOR PRICES

**F. A. BAKER & CO., 10 Warren St., New York City**

SEND FOR OUR COMPLETE MOTORCYCLE SUPPLY CATALOG

## For Safety and Service

### It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on *your* bicycles.

**BADGER BRASS MANUFACTURING CO.**  
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## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
**25c.**



Price Each  
**25c.**

The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**

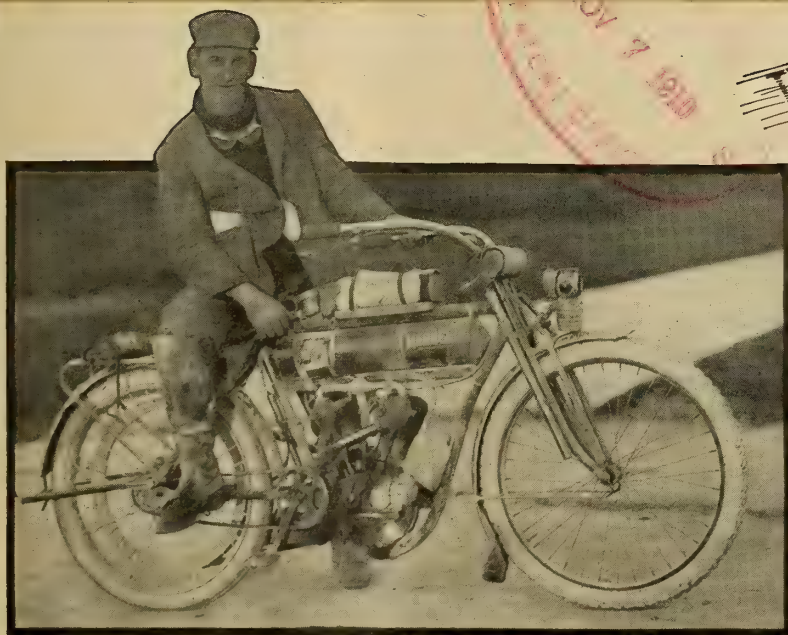
55B Warren Street

New York



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877



THE FLYING MERKEL

**J. A. Turner, on a "FLYING MERKEL" wins the F. A. M. Western Endurance Contest for Private Owners, covering 2501 miles in 127 hours.**

Taken into consideration that "THE MERKEL" continued for a whole day after the trade-rider-teams had been eliminated, Turner's performance was nothing short of marvelous. It

certainly shows up the class of "THE MERKEL'S" Ball-Bearing Motor and the superiority of her Spring Frame and Spring Fork over the ordinary rigid frame. It proves "THE MERKEL'S" reliability conclusively.

"THE MERKEL'S" sterling performance in covering over 200 miles a day for 12½ days over all kinds of road in all kinds of weather, and winning out in record-breaking time ahead of all others, shows it to be THE machine for the road as well as the track.

## SOME CONVINCING FIGURES:

Total mileage.....	2501	Average miles per gallon of gasoline.....	60¾
Elapsed time by day.....	12½	Gallons of gasoline used.....	42
Schedule running time (hours).....	137½	Gallons of oil used.....	6½
Actual running time (hours).....	127	Punctures.....	11
Average miles per day.....	204	Actual delay for mechanical trouble on schedule time—changing exhaust valve (minutes).....	55
Average miles per hour.....	19¾		

"The Most Comfortable Motorcycle in the World"

**Merkel-Light Motor Co.**  
POTTSTOWN, PENNSYLVANIA  
MEMBERS OF M.M.A.

Send for Our Catalogue "D"



# HARTFORD CLINCHER MOTORCYCLE TIRES

THE TIRES THAT LAST

**M**ade like the famous Hartford automobile tires and they endure like the famous Hartford automobile tires.

Mr. A. H. Helgeson, who started from Los Angeles on June 6th on a cross-continental motorcycle tour, reached Cleveland, Ohio, 6700 miles from his starting point, on his original pair of

## HARTFORD CLINCHER MOTORCYCLE TIRES

The road conditions encountered were most gruelling—sand, rocks and rivers, to say nothing of the continuous mud and ruts, made a severe test for any tires, but the HARTFORD TIRES stood up finely and without being changed for 6700 miles.

All of which goes to prove that the one-cure wrapped tread construction—the automobile tire construction, is the proper one for motorcycle tires.

Have you HARTFORD MOTORCYCLE TIRES on YOUR machine?

You are sure of satisfactory service, genuine high quality and an easy riding tire when HARTFORD TIRES are the equipment.

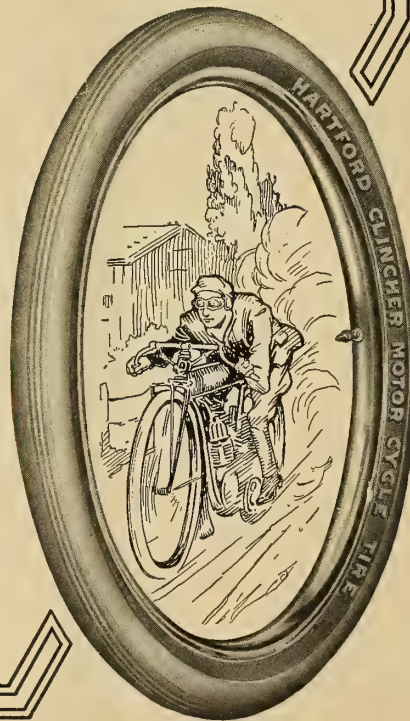
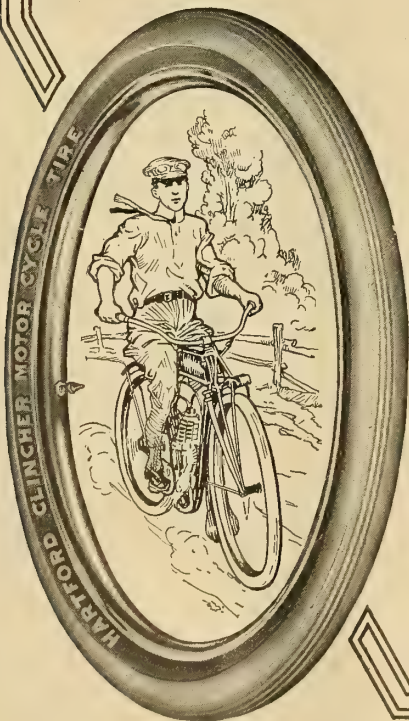
### Hartford Clincher Motorcycle Tires

will fit either Single or Double  
Clincher Rims.

**THE HARTFORD  
RUBBER WORKS CO.**

Hartford, Connecticut

BRANCHES—New York, 57th St. & Broadway; Philadelphia, 1425 Vine St.; Boston, 863 Boylston St.; Buffalo, 725 Main St.; Detroit, 256 Jefferson Ave.; Cleveland, 1831 Euclid Ave.; Chicago, 12th St. & Michigan Ave.; Denver, 1564 Broadway; Atlanta, 19 Houston St.; Kansas City, Mo., 719 E. 15th St.; Minneapolis, 622 Third Ave. So.; Dallas, Tex., 497 Commerce St.; St. Louis, Mo.





# Kokomo Miles

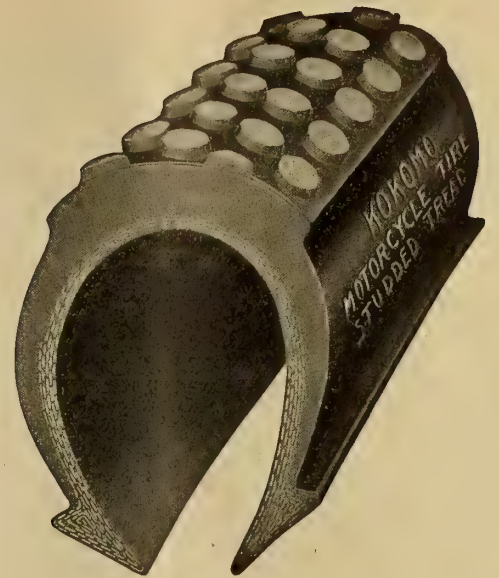
are tire economy and  
tire satisfaction.

## DEALERS

who have not yet ar-  
ranged to carry

# KOKOMO Motorcycle TIRES

for 1911, should write  
us at once for full in-  
formation. These tires  
make both money and  
friends for the dealer.



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KOKOMO  
RUBBER  
COMPANY

KOKOMO, IND.

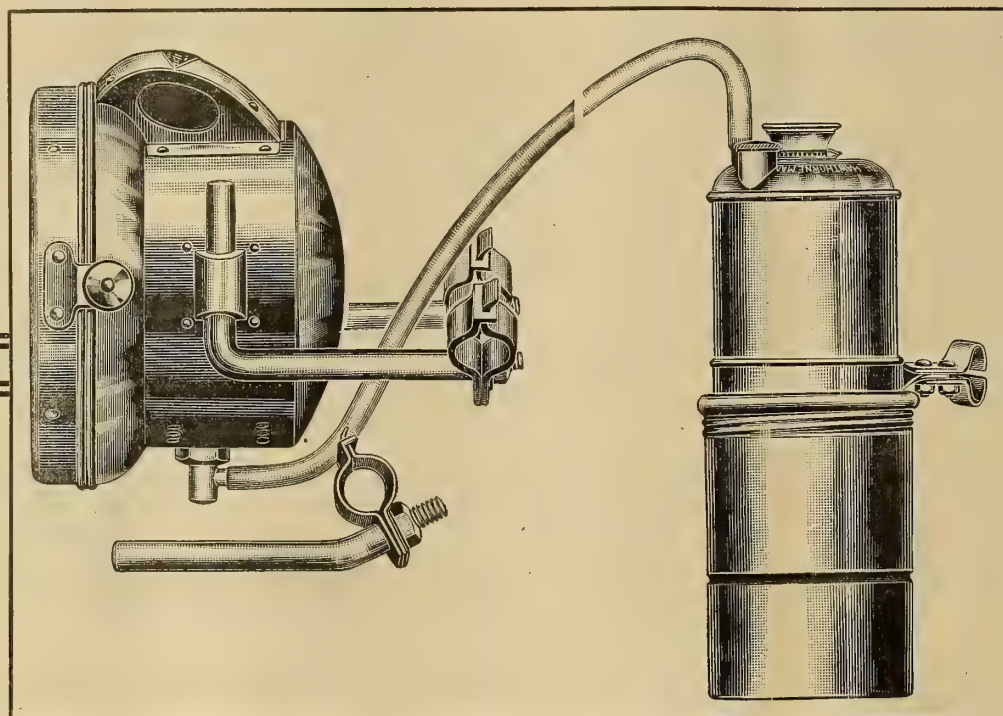
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# "OLD SOL" Is With You! AT LAST THE PERFECT LIGHT!

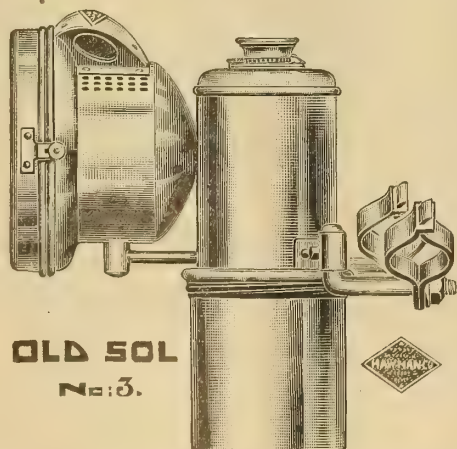
Ride on, ride on, fear not the night!  
"OLD SOL'S" the light that makes dark bright.



"OLD SOL" is made in two models, one with a separate generator and the other self-contained. Each model made in two styles, one with brackets adapted to any handle bar and the other to fit the flat prop as found on some machines.

"OLD SOL" Lamps are larger and better and give a brighter and more penetrating light than any hitherto sold for motorcycle use.

"OLD SOL" Lamps are designed and made by old timers, particular men, men who know how.



## RIDERS

Just write and say:  
"Tell me all about  
'OLD SOL'."

## DEALERS

Write and ask why  
"OLD SOL" is a  
better selling propo-  
sition.

## JOBBERS

Write and get the  
full story, cuts for  
your catalog and de-  
scriptive matter.

**HAWTHORNE MANUFACTURING CO., Inc.**  
20 Spruce Street  
Bridgeport, Conn.





## Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

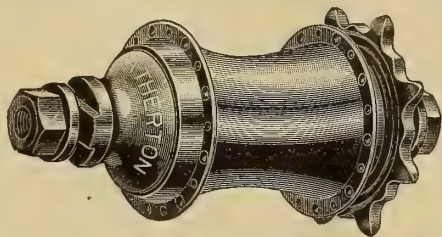
The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

## G & J TIRE CO.

Indianapolis, Ind.

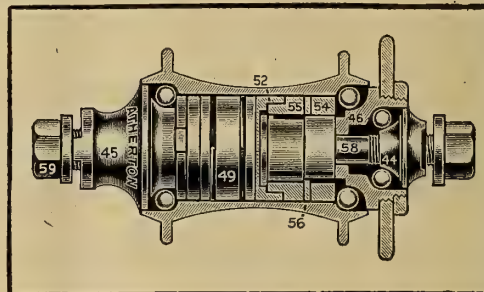


# The Only Real Development in Coaster Brakes Since the First One Was Produced



is the

## NEW



# Concave Atherton

All others have followed the same general principles; the new Atherton creates a new type and sets a new standard.

**IT AVOIDS** { Endwise Sliding Parts  
Jamming End Strains  
Binding Screw Movement

and all other shortcomings of the old-line coaster brakes.

Operated by cams and levers

**IT AFFORDS** { Perfect Brake  
Absolutely Free Coaster  
Genuine Satisfaction

Get the up-to-date coaster brake while you are about it.

---

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

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**D. P. HARRIS HARDWARE CO., Distributors**

48 Warren Street, NEW YORK  
Licensed Coaster Brake Manufacturers.



# **Real Records**

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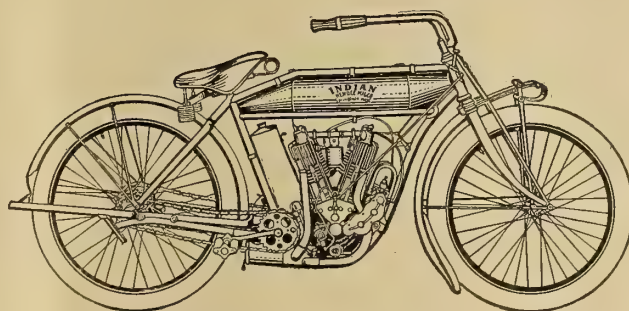
# **THE INDIAN**

Ridden by DeRosier, Los Angeles,  
October 29th, covered 25 Miles in  
18.36 2-5; 79 7-8 Miles in 1 Hour; 100  
Miles in 75 Minutes, 24 2-5 Seconds.

1 Mile—DeRosier, 41 1-5 Seconds;  
Seymour, 41 2-5; Balke, 41 3-5.

## **ALL WORLD'S RECORDS**

Officially  
Measured and  
Found  
Right



Officially  
Timed and  
Found  
Supreme

Illustrated Catalogue B Describes It

**THE HENDEE MANUFACTURING COMPANY, Springfield, Mass.**

Chicago Branch  
1251 Michigan Avenue



London Depot  
184 Gt. Portland Street





**"The only Spark  
Plug for Perfect  
Ignition is the**

**SPLITDORF"**

says Nicholson of the  
winning Thor team.

# SPLITDORF MOTORCYCLE PLUGS

used by the Thor team which won the Chicago Examiner  
Trophy in the F. A. M. Western District Endurance Run

Chicago, Oct. 24, 1910.

MR. C. F. SPLITDORF, New York

Dear Sir—As one of the winning team in the Elimination Contest and Western District F. A. M. Endurance Run of 2400 miles, I want to say that my Thor IV was equipped with a SPLITDORF Spark Plug.

I am more than pleased to say that I did not even have to remove the Spark Plug once, and covered the entire 2400 miles without the least Ignition trouble.

Having used the SPLITDORF Plug for many years, in various contests, I can say it proves to be the only Spark Plug for Perfect Ignition.

Yours very truly,  
S. NICHOLSON.

Chicago, Oct. 24, 1910.

MR. C. F. SPLITDORF, New York

Dear Sir—A private rider as a buyer should appreciate the individual tests displayed in the 2400 mile Examiner Trophy run.

To be the winners of this record breaking run the SPLITDORF Ignition equipment as used by the undefeated Thor team is entitled to the most hearty consideration, inasmuch as Ignition troubles were not known to myself and fellow team mates.

Yours respectfully,  
GEO. H. SQUIER.

**C. F. SPLITDORF,** **Walton Avenue and** **New York**  
**138th Street**  
**BRANCH—1679 Broadway**

Chicago: 319 Michigan Ave.  
San Francisco: 520 Van Ness Ave.

Detroit: 868 Woodward Ave.

Boston: Motor Mart.  
Los Angeles: 1226 S. Olive St.



## Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

### The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c. a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

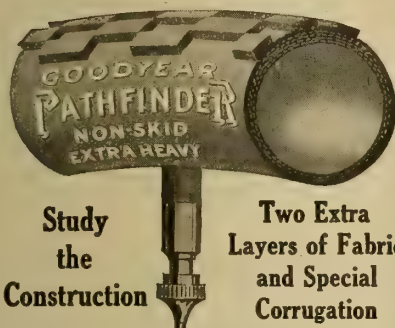
You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join our dealers—in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? Write us today and see how much more money there is in it for you.

**THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio**

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.



Study  
the  
Construction

Two Extra  
Layers of Fabric  
and Special  
Corrugation

# Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



*Let old  
"Santa Claus"  
find your  
Stock of*



# FAY JUVENILES

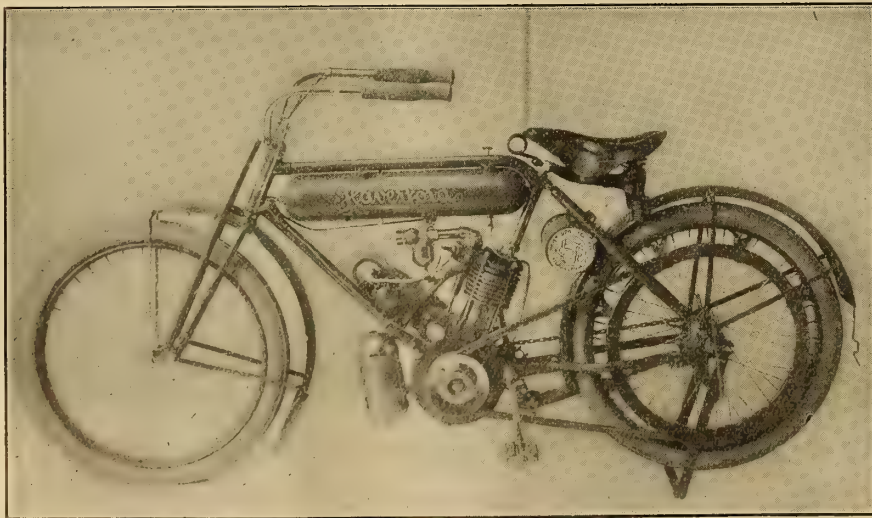
## AND OTHER POPE BICYCLES, COMPLETE

Christmas of 1910 surely holds a splendid bicycle trade in prospect. The secret of Holiday sales is to have bicycles IN STOCK, well displayed and ready for immediate delivery. Send for Catalogues and Dealers' Prices. Don't delay making preparations for this trade. It's time to take action NOW.

**THE POPE MANUFACTURING CO., Hartford, Conn.**

# THE HAVERFORD

## Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

**\$185**

Equipped with  
Bosch Magneto

Model H, Schebler Carburetor

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

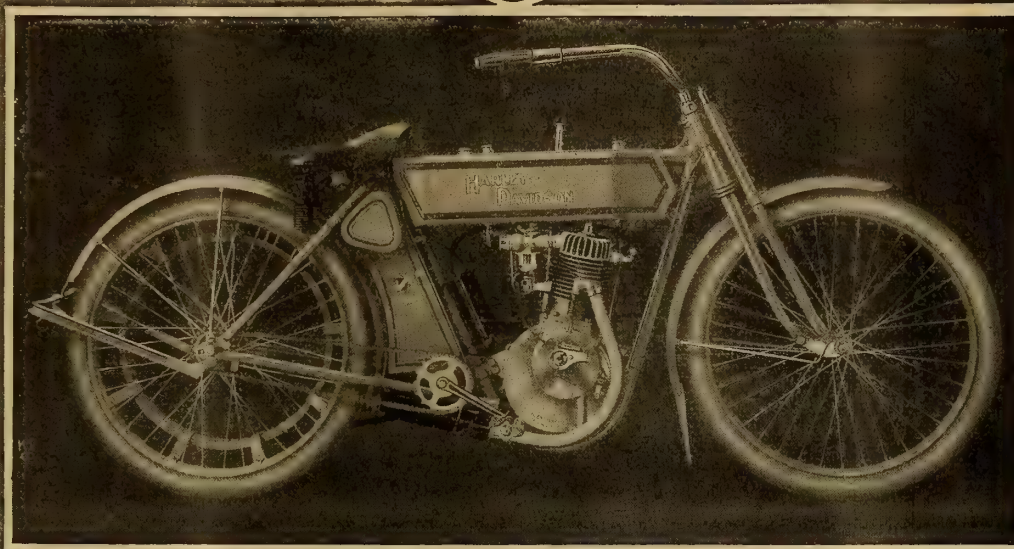
**1911 MODEL** <sup>Bosch</sup> <sub>Equipped</sub> **NOW READY**

# HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.





## 1911 ANNOUNCEMENT FIVE MODELS

4 HORSE-POWER  
SINGLE CYLINDER

BATTERY OR MAGNETO IGNITION  
26-INCH OR 28-INCH WHEELS

6 HORSE-POWER  
TWIN CYLINDER

MAGNETO IGNITION  
28-INCH WHEELS

- ¶ Our 1911 Models show many improvements toward refinements and perfection of the many features which have made the HARLEY-DAVIDSON famous.
- ¶ The motor has more power and speed.
- ¶ Vanadium and chrome nickel steel have replaced carbon steel.
- ¶ The frame has been lowered, giving the lowest saddle position ever attained on a motorcycle—but without decreasing the road clearance.
- ¶ The lines of frame and tanks have been beautified.
- ¶ Every detail that would add to the comfort of the rider has been considered—nothing has been skimped—nothing overlooked.

The 1911 HARLEY-DAVIDSON is complete to the last degree.

**HARLEY-DAVIDSON MOTOR CO.**  
M I L W A U K E E , W I S C O N S I N

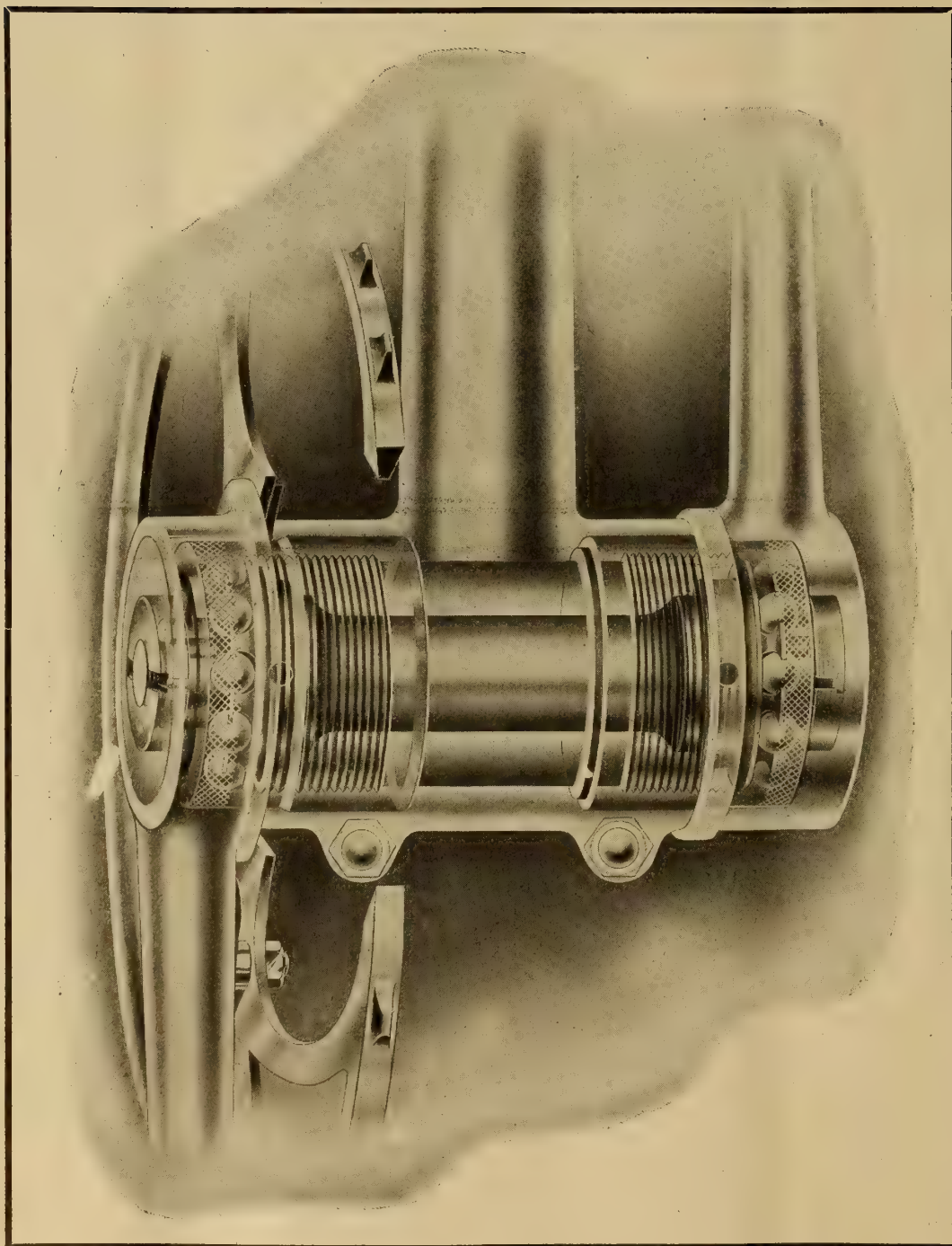


"IT'S ALL IN THE CRANK HANGER"

# THE *Racycle*

See  
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Balls  
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Hubs  
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Crank

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Year  
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## CRANK HANGER—1911

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio, U. S. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, November 5, 1910.

No. 7

## ROBIE GETS THE DEALERS' VIEWS

**Excelsior Agents Report a Prosperous Outlook for Business—New Factory Figures in a Chicago Celebration.**

Not content to accept mere optimistic generalizations about the splendid prospects for the motorcycle trade next year, F. C. Robie, head of the Excelsior Supply Co., Chicago, Ill., has canvassed the dealers in Excelsior motorcycles, by means of inquiry cards, as to their views of the prospects for the coming twelve months, and the returns are a deluge of enthusiastic replies and statements of a highly promising outlook. In addition, dealers and agents all over the country are exhibiting the strength of their conviction by sending in orders and applications for contracts, and before Robie left for the East, where he is now making a business circuit, there were in hand deposits on 500 or more of the company's 1911 motorcycles.

Having taken possession of its immense new factory, the Excelsior company recently was concerned in a celebration of considerable significance to Chicago, when it received at its factory a boatload of parts from Joliet, Ill. Inasmuch as Joliet is some miles southwest of Chicago, the boat did not come from Lake Michigan, but steamed its way through the state of Illinois itself, marking the beginning of important freight navigation on the route provided by the Chicago drainage canal and the Chicago river.

### New York Dealers Call a Meeting.

The Cycle and Accessories Dealers' Association of Greater New York is to hold its November meeting on Monday evening,

7th inst., at New Amsterdam hall, 307 West 54th street, Manhattan. The organization now is chartered and membership cards are being issued. Among the matters to be considered at Monday evening's meeting is the appointment of a committee to prepare a scale of standard charges for accessories and repairs, and the appointment of another committee to give a large social function of some kind in which not only the cycle dealers but cycle clubs and unattached riders may participate.

### Hendee Holds Its Annual Election.

The Hendee Mfg. Co., of Springfield, Mass., held its annual stockholders' meeting on October 26, at which time George M. Hendee was elected president and general manager, with Carl Oscar Hedstrom as vice-president and mechanical engineer, and Frank J. Weschler secretary and treasurer. The directors elected were Hendee and Hedstrom together with William B. Thompson, a member of the brokerage firm of the Thompson, Towle Co., New York City; Edwin A. Carter, of Springfield, vice-president of the Chapman Valve Co., and William E. Gilbert, treasurer of the Union Trust Co., Springfield.

### Meiselbach Re-Entering the Field.

A. D. Meiselbach, one of the first cycle manufacturers to make "stripped" or jobbing bicycles on a large scale, is planning to re-enter the field, after having retired from it in 1899, when his plant was taken over by the "trust," the American Bicycle Co. He is organizing a company in North Milwaukee, Wis., where his former plant was located, and is to incorporate it shortly under the name of the A. D. Meiselbach Co., with a capitalization of \$250,000. The North Milwaukee Citizens' Advancement Association is assisting the new company to secure a factory site.

## CONSIDER CHICAGO SHOW OFFER

**Motorcycle Makers Receive Proposition for Space—Hendee Confers with Miles—Fretz to Act for Association.**

In accordance with the action taken at the Buffalo meeting of the Motorcycle Manufacturers Association, George M. Hendee, acting as a committee of one, conferred with S. A. Miles, manager of the Chicago Automobile Show, at a meeting of the National Association of Automobile Manufacturers, in New York City, on Wednesday of this week. Manager Miles offered the motorcycle manufacturers 3,500 square feet of space on the first floor of the Coliseum Annex during the second week of the Chicago show, at the time that the commercial vehicles are on exhibition.

After the conference, Hendee forwarded the offer, together with his own recommendation, to E. S. Fretz, the president of the Motorcycle Manufacturers Association. Fretz is considering the proposal made and is to give his decision next week as to whether the motorcycle manufacturers will participate in a motorcycle section at Chicago.

### Smith Plant Destroyed by Fire.

Two-thirds of the plant of H. D. Smith & Co., at Plantsville, Conn., was destroyed by fire on the night of October 31. The company for many years was engaged in cycle and cycle part manufacture and its carriage hardware plant was one of the largest in the country. The loss is about \$200,000. The fire is supposed to have been started by a spark from a polishing machine. The plant, which employed 250 operatives, will be rebuilt.



### Philip Corbin Dies at a Ripe Age.

Philip Corbin, president of the American Hardware Corporation and founder of P. & F. Corbin, died at his home in New Britain, Conn., on Thursday, 3d inst., after a six months illness, at the age of 86 years.

The funeral will be from his late residence on Monday afternoon, 7th inst., with the interment in the family lot in Fairview cemetery. Mr. Corbin was born at Willington, on October 26, 1824. At 19 years of age he got employment in the shops of what is now the Russell & Erwin Co., and within a year he had gained sufficient knowledge of lock making to become a lock manufacturer on his own account, employing several men. Later he commenced the manufacture of hardware of a kind and quality that previously was only obtainable abroad, the present firm of P. & F. Corbin being formed in 1851, with Frank Corbin, a brother, as a partner. In 1882 Mr. Corbin decided that the manufacture of cabinet locks could be better conducted by a separate company, and the Corbin Cabinet Lock Co. was accordingly formed. In March, 1902, the businesses of P. & F. Corbin and the Russell & Erwin Mfg. Co. were consolidated in the \$12,000,000 American Hardware Corporation, of which Mr. Corbin remained president until his death. The Corbin Screw Corporation, which makes Corbin coaster brakes for bicycles and motorcycles, together with a number of screw machine products, was formed on May 2, 1903, and in June of the same year the Corbin Motor Vehicle Corporation was incorporated. Latterly Mr. Corbin's active business life was confined to the duties of the presidency of the American Hardware Corporation, but as director and "father" of the constituent companies he exercised a direct influence and control of their policy. He leaves a son, Charles F. Corbin, and an adopted daughter, Mrs. Nellie Corbin Beers.

### Pope Memorial Fund Increasing.

Contributions to the fund for the memorial fountain to Albert A. Pope, in Hartford, Conn., are being added to the \$2,686.60 turned over to the Hartford Board of Trade by the *Bicycling World and Motorcycle Review*. Through the efforts of the Board the amount now has been increased to \$4,282, and it is thought the balance of the \$7,500 which is to be expended on the memorial will be obtained by further subscriptions from individual and corporate contributors before long.

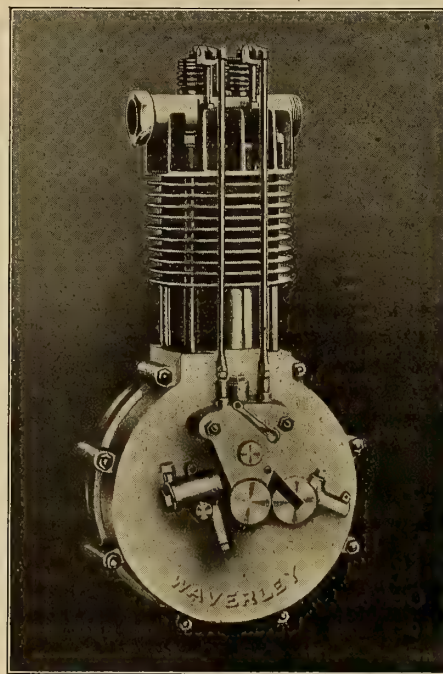
### Diamond Dividend 14 Per Cent.

Declaring a dividend of 14 per cent. as the result of the past year's business, the Diamond Rubber Co., of Akron, O., at its annual meeting of the stockholders on October 19, held its election of directors and officers. Incidental to reporting on the business for the year and predicting a prosperous business in 1911, the treasurer of the company, A. H. Noah, also indicated

that despite the conditions in the rubber market, the company is well supplied with raw material. The old directors were re-elected with the exception that G. E. Norwood, assistant treasurer, was placed on the board to fill the vacancy caused by the retirement of O. S. Hart, who resigned and is now traveling. Hart was cashier of the company. The board is composed of F. A. Hardy, of Chicago; R. C. Lake, Chicago; Ohio C. Barber, A. H. Marks, W. B. Miller, G. E. Norwood and A. H. Noah. The directors met and elected the following officers: F. A. Hardy, president; A. H. Marks, vice-president; W. B. Miller, secretary, and A. H. Noah, treasurer.

### Makes Motorcycle Motors Exclusively.

Claiming the distinction of being the "only concern in America manufacturing



WAVERLY MOTOR FOR MOTORCYCLES

motorcycle motors exclusively," the Waverly Mfg. Co., of Milwaukee, Wis., has brought out a motor of a type with which it already has had considerable racing success during the trial period, and which, according to its makers, will be adopted as standard equipment by at least three American motorcycle manufacturers. The bore and stroke are each  $3\frac{3}{8}$  inches. The valves, which are of nickel steel, are interchangeable and are located in the head, being operated by pushrods and rocker arms in the manner indicated in the accompanying illustration. The valve action is represented as being very fast, but on account of the hard bearing surfaces all the moving parts are given a high degree of durability. The cylinder and piston are of special gray iron, carefully heat treated and afterwards ground to size, while the crank shaft and crank pin are of chrome steel. The connecting rod, which is of modified I-beam section, is of chrome vanadium steel

and very light, both ends being bushed with high duty phosphor bronze. Bronze also is used for main crank case bearings. All shafts are hardened and ground to size, and the piston pin, of special high carbon steel, also is ground to a mirror finish.

### Miller Becomes Goodrich Coast Manager.

In connection with steps that the B. F. Goodrich Co., Akron, O., has taken for the establishment of wholesale and retail stores in San Francisco and Los Angeles, and branches in two Pacific Northwest cities, for the handling of the Pacific Coast trade, Harry C. Miller, who for many years has been a conspicuous member of the company's selling staff, has been appointed general Pacific Coast representative of the company. For a long time the Goodrich company has been represented on the coast by the Gorham Rubber Co., but on December 1 this arrangement terminates. Miller will make his headquarters at San Francisco but will be a frequent visitor at all the Pacific branches.

### Cycle Exports Gain in September.

Big gains in the export of American bicycles and parts are recorded in the showing for September, the export business for the month amounting to \$58,098, as against \$32,677 for September last year. For the nine months ending with September, the total exports of cycles and parts comes to \$544,781, as against \$549,409 for the same period in 1909.

### Death of Veteran Boston Dealer.

Elmer E. Brown, one of Boston's veteran cycle dealers, died at his home at Monponsett, on Sunday, October 30. He for many years held the agency for Crescent bicycles and was prominent in the local cycle trade and in fraternal organizations. The funeral was held on Tuesday, 1st inst., the burial being at Newton.

### Thor Magneto Single Price is \$250.

Immediate response has been felt by the Aurora Automatic Machinery Co. as the result of an accidental slip in a recent issue by which it was made to appear that the 1911 single cylinder model Thor motorcycle is to list at \$225. The correct price is \$250.

### Weschler to Visit Indian Agents.

For the purpose of visiting the Indian motorcycle agents in all the larger cities of the middle and far West, Frank J. Weschler, secretary and treasurer of the Hendee Mfg. Co., starts on a western trip on November 8. He will devote considerable time to the Pacific Coast territory.

### Cleveland Has a New Company.

The West Side Motorcycle Co. has been incorporated in Cleveland, O., under Ohio laws, with \$5,000 capital. The incorporators are W. S. Lister, E. M. Fasig, C. B. Dickey, W. C. Rhoades and C. N. Riscus.



**YALE OFFERINGS ARE DISCLOSED**

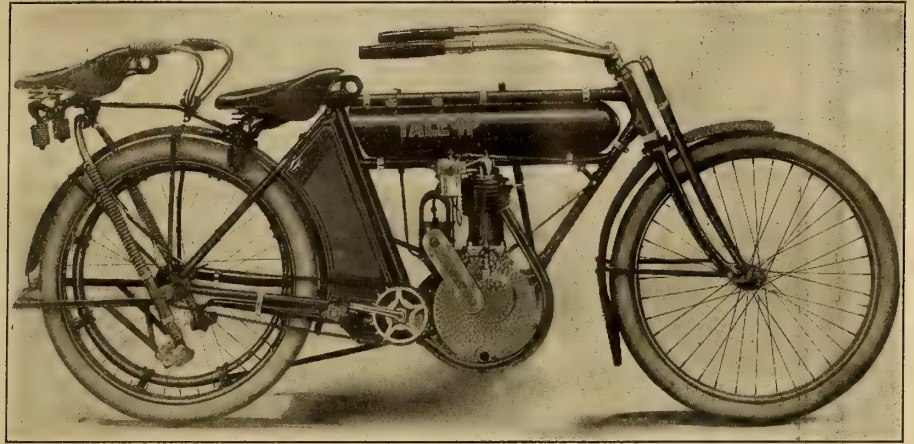
**Flat Belt Drive and Straight Frame Lines  
are Retained—"V" Belt Optional—  
Specifications in Detail.**

Straight lines for the frame, flat belt drive and generally sturdy construction continue to be features of the Yale motorcycles, as disclosed in the 1911 models, offered by the Consolidated Mfg. Co., Toledo, O., although "V" belt is given as an option. Three types are shown, the line consisting of a 7 horsepower twin with magneto ignition, a 4 horsepower magneto single and a 4 horsepower single with battery ignition. The twin lists for \$300, while the singles are \$235 and \$200 respectively.

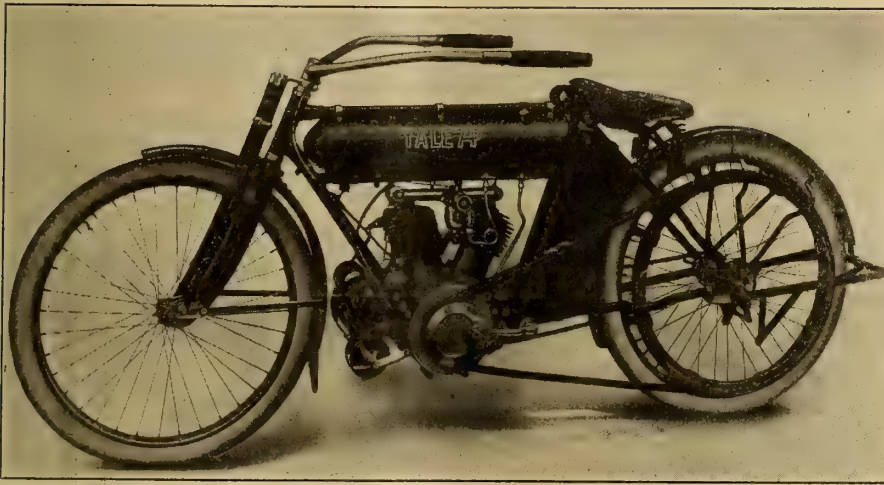
In all three models the essential elements of construction are the same, ex-

cept that the additional cylinder and power of the twin are met by corresponding provision in dimension and strength. The cylinders are  $3\frac{1}{4}$  bore by 3 43-64, giving a displacement of 30.46 for the singles and 60.92 cubic inches for the twin. In the singles the cylinder is set ahead of the main bearings to reduce the wear on the cylinder wall and the thrust of the rod on the bearing, giving an offset effect. Long stroke and large flywheel serve to give smoothness and flexibility. In the twin the cylinders are set at an angle of 45 degrees, both connecting rods attaching to the same crank pin, one rod straddling the other. One exhaust cam and gear operates both exhaust valves and magneto, the other details being the same as in the single cylinder. Inlet valves are automatic.

with means for relieving the compression and has a glass oil sight window and oil drain on the right side. Crank shafts, crank pins and wrist pins are drop forged from nickel steel, and the bearings are of faces to insure long life. A large hexagon nut is milled on the end of the exhaust valve gear shaft, over which the circuit breaker cam fits, making it impossible to change or turn out of adjustment the tim-



YALE SINGLE WITH MAGNETO IGNITION



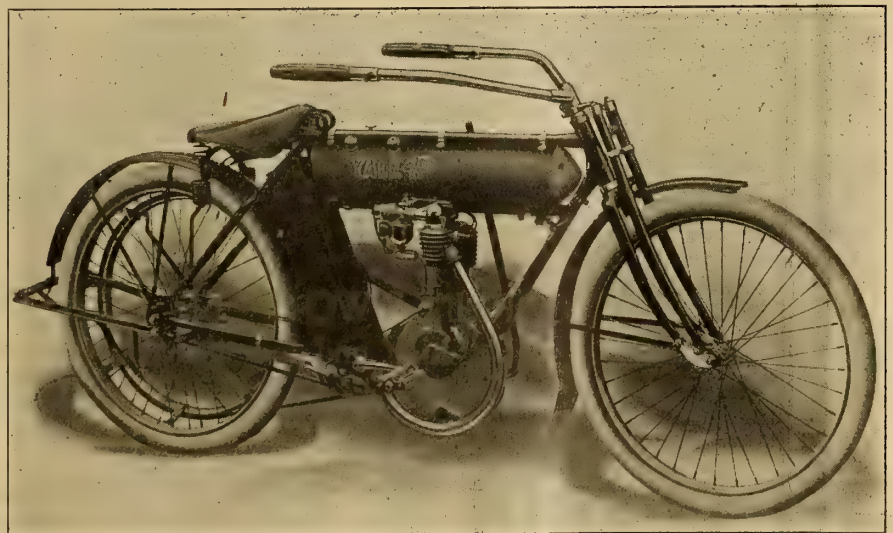
YALE TWIN WITH MAGNETO AND FLAT BELT

ing of the motor. Bosch magneto and Schebler carbureter are used, and the flat belting is  $1\frac{3}{4}$  inch special tanned, waterproof, two-ply endless. Proper tension is maintained by an idler operated from the seat. For the singles, Shamrock-Gloria "V" belt is optional, and for the twin the Wata-Wata leather "V" belt is offered.

For the singles the wheel base is  $55\frac{1}{2}$  inches and for the twin, 56 inches, while the road clearance is  $5\frac{1}{2}$  inches. Included in the specifications are Troxel's Eagle motor seat; Eclipse coaster and brake in the rear wheel for the singles; Corbin band brake on rear wheel for the twin; knock-out axles for the front wheel; No. 3 Standard motorcycle pedals; Adams' quick action stand; Morgan & Wright or G & J corrugated tread  $28 \times 2\frac{1}{2}$  tires for the sing-

cept that the additional cylinder and power of the twin are met by corresponding provision in dimension and strength. The cylinders are  $3\frac{1}{4}$  bore by 3 43-64, giving a displacement of 30.46 for the singles and 60.92 cubic inches for the twin. In the singles the cylinder is set ahead of the main bearings to reduce the wear on the cylinder wall and the thrust of the rod on the bearing, giving an offset effect. Long stroke and large flywheel serve to give smoothness and flexibility. In the twin the cylinders are set at an angle of 45 degrees, both connecting rods attaching to the same crank pin, one rod straddling the other. One exhaust cam and gear operates both exhaust valves and magneto, the other details being the same as in the single cylinder. Inlet valves are automatic.

Each cylinder is made in one casting of special grade iron, heat treated to prevent distortion, and bored and ground to one-thousandth of an inch. The cylinder and head are cast integral. The crank case is 11 inches in diameter, and is of highly polished aluminum. It is provided



SINGLE CYLINDER MODEL WITH BATTERY

phosphor bronze. Pistons are fitted with three eccentric turned piston rings, having ground edges.

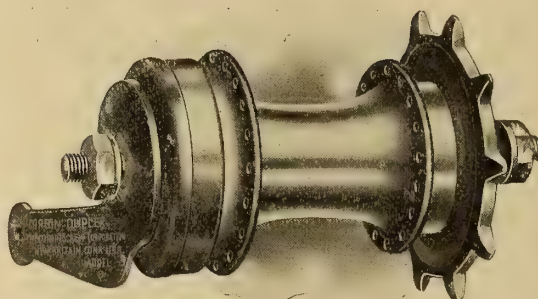
The exhaust cam and gear are integral from one piece of nickel steel, with wide

les, with Bailey tread \$5 extra; Morgan & Wright or G & J Bailey tread  $28 \times 2\frac{1}{2}$  tires for the twin; Eclipse free engine device for single or twin at \$15 extra; single clinch steel rims.

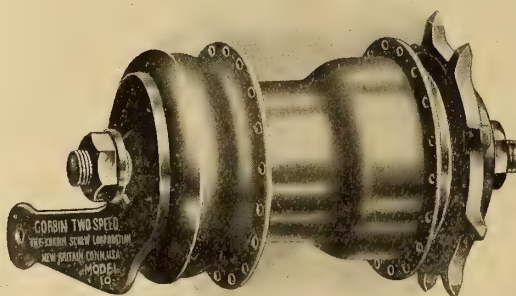


# CORBIN

## Coaster Brakes for Bicycles



CORBIN DUPLEX COASTER BRAKE  
supplied in standard or narrow width; also a special  
size for tandems.



CORBIN TWO-SPEED COASTER BRAKE  
gives a high and low gear on the one machine, in  
combinations from 42 to 160 gearing.

### CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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Address us at P. O. Box 649.

NEW YORK, NOVEMBER 5, 1910.

## Increase in Winter Season Riding.

With the approach of cold weather many motorcyclists and bicyclists begin to think of laying up their machines for the winter, although there are so many fine balmy days during the winter months when the roads are hard and clear of snow that riding is a delight, and there is no reason why a machine, either pedal or motor propelled, should lie out of commission half the year. Of recent years northern winters have been noticeably milder than the "old-fashioned" reigns of Jack Frost, when blizzards were in vogue, and now it is possible to ride almost the year round.

There are few days when the snow is so deep as to make riding impossible and "the beautiful" disappears so suddenly under the rays of the sun that the streets soon are clean enough for riding. Of course it is evident that to enjoy cycling of any sort during the winter months one should be warmly dressed, and, this precaution observed, there is no reason why many a pleasure ride can not be enjoyed during the winter months or a machine used for business purposes. In fact, there are more and more bicycles and motorcycles being used for business purposes the year round.

In factory districts hundreds of employees

who live at some distance from their work ride bicycles and motorcycles throughout the year, missing very few days on account of weather conditions. Once snow has been packed, traction is easily obtainable, and there is no need of auxiliary devices, although of course anti-skid treads help considerably. Some riders wrap their tires with rope or clothesline to enable them to grip in soft snow.

Perhaps the most disagreeable feature of winter riding is the slush which appears a few hours after the sun commences to thaw the snow and ice, but with good guards, with side protection strips that thoroughly enclose the wheels, no water or mud can reach the rider. With motorcycles a well filled squirt can of kerosene is almost indispensable for easy starting in cold weather, and a lighter grade of cylinder oil also should be used.

## Selling from Stock or from Pictures.

While a great majority of motorcycle dealers are not in a position to carry a complete line of the machines they handle, few of those who are so fortunately situated appear to realize how many sales may be clinched by having a full line on hand when a prospective customer drops in. This policy is best suited to the dealer who confines his efforts to the sale of one make, for where two, three, four or sometimes even six, lines are handled, the amount of capital required to show a complete line of all models would not be justified by the number of sales.

However, there is no denying the fact that it is much easier to sell a man a motorcycle by having a model on exhibition or for immediate delivery, so that he can see just what he is getting for his money than it is to make a sale with the aid of pictures of what the machine looks like. One of the leading dealers in New England, who always keeps on hand a stock of all models of the machine he represents, attributes many of his sales to this very fact. Not only is he better able to cater to the customer's taste and pocketbook by giving him a wider choice to select from, but he almost always is able also to give him the particular machine he desires, in the color he desires. Often this has resulted in the customer taking a machine away with him when he originally intended only to drop in and look them over.

Ability to make immediate delivery is frequently a potent factor in deciding the sale of a motorcycle, and numerous instan-

ces could be cited where sales have been made on this account, as well as others, where sales have been lost through inability to deliver immediately. On many occasions a customer walks into a dealer's place with the price of a motorcycle in his pocket, but he does not always leave it after with the dealer. This is because he is unable to get what he wants immediately. In large cities the dealer who is able to make immediate delivery will get the cream of the business.

## Christmas Trade Preparations.

Already some of the big dealers are beginning to clear away floor space to make room for the Christmas display of bicycles and motorcycles. These early preparations and anticipations in relation to lively business at Christmas time are not born of vague hopes, but are the children of experience, as last year's books show that the money that can be made to flow in if the bicycle and the motorcycle are properly presented to public attention as being just the kind of Christmas gifts to delight the heart of younger relatives.

For successful Christmas business, however, it is not sufficient to have the machines ready for delivery, although this is absolutely necessary. In addition to having the bicycles and motorcycles actually in stock, it is necessary that they be forcibly and attractively presented. Advertising, window displays, holiday garlands on the machines themselves, circular letters, temporary outside signs and other means may be used to carry home the spirit and idea that must prevail in the buyer's consciousness before he will accept the view that the machines are to the forefront in the Christmas present class.

It must be remembered that there are men and women by the thousands to whom the price of a bicycle or even a motorcycle is a small matter, and who are grateful to have the Christmas present problem partially solved for them as to what to buy for members of their immediate family or for youthful friends.

Bicycles have proved their selling quality at Christmas time so decisively for the last few winters that the risk in making something of a Christmas "plunge" is greatly minimized. Conditions in the motorcycle trade are gradually coming about so that they, too, will be more available for the Christmas market, and the year for the dealer will hold two big selling seasons instead of one.



# Coming Events

## 1910 November 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

October 31-November 5, Boston, Mass.—Six days' bicycle race, ten hours a day, at Boston Arena.

November 6, Guttenberg, N. J.—New York Motorcycle Club's economy test on Guttenberg track.

November 6 and 20, San Antonio, Texas—Motorcycle meet at International fair.

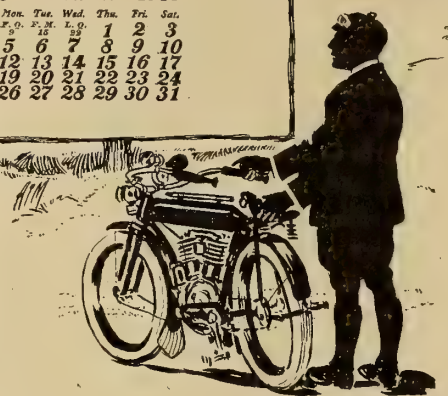
November 8, Great Neck, L. I.—Great Neck Athletic Club's two hours' bicycle race; open.

November 8, New York City—New York Motorcycle Club's fourth quarterly trial, Poughkeepsie and return; 150 miles.

November 24, Long Branch, N. J.—Long Branch Cycle Club's three hours bicycle team race.

December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.



January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

ditions, which he was not at liberty to disclose, it might be better for this committee to select someone else in his place.

At this, Mr. Lawson explained that Mr. Pye expected to be the manager of the track next season, and if so he felt a delicacy about being a member of this committee, which would have charge of the distribution of any funds to injured cyclists. We all knew Mr. Pye to be a straightforward, honest and reliable man, and insisted upon his remaining a member of the committee. On the evening of the meet, some objection was raised by two riders, possibly representing some others, against Mr. Pye holding a position as a member of the committee. We explained his position in the matter and said that he would no doubt be very glad to turn over the work to someone else. At the next meeting, Hardy Downing was selected in Mr. Pye's place, which was perfectly satisfactory to Mr. Pye. Insofar as Mr. Pye's power as a member of the committee is concerned, had he remained his vote would have been only one among seven. In justice to Mr. Pye he should be given credit for being one of the hardest workers for the success of the meet.

While speaking of this matter, I suggest that it would be a very proper thing for managers of other tracks to induce riders to assist in meets of this kind. I can assure you that the funds derived from this meet have been a blessing to those who were injured last season, among these being Hume, Brazier, Agraz and Taylor.

Salt Lake City. C. L. BERRY.

## Correspondence

### Women in Reliability Contests.

Editor of the *Bicycling World and Motorcycle Review*:

In reference to the report in various journals that Miss Clara Wagner competed in the recent Chicago endurance run, I would like to say officially she did not compete; that she was allowed to ride as a contestant at all, was due to the fact that there was some misapprehension in regard to the rules.

The rules permit women to ride in reliability contests, but not in endurance or speed contests. Reliability contests were originally understood to refer more to the riders' ability to keep to a given schedule and where it did not require any more skill or ability or endurance than is required by the ordinary rider on ordinary roads. The word "reliability" has now been made to cover reliability of machine. As long as the contest is not more than 150 miles each day, or 300 miles on two consecutive days, there is no way for me to interpret the rules to discriminate against women entering so-called reliability contests, but as soon as an event is scheduled to cover more than 150 miles on any one day, or 300 miles on two consecutive days, the

contest becomes of the character of an endurance run, by whatever name it may be called, and women must be excluded under the rules.

New York City.

J. P. THORNLEY,

Chairman F. A. M. Competition Committee.

### Recommends Benefit Race Meets.

Editor of the *Bicycling World and Motorcycle Review*:

In justice to Ernest Pye, I deem it my duty to correct a wrong impression that may go out concerning his position in regard to the benefit meet in Salt Lake City. The idea of running a benefit meet, the proceeds to be used for injured or sick riders from the Salt Palace track, originated with Mr. Heagren, and you will concede was a most worthy object.

A committee consisting of myself, as N. C. A. representative, Mr. Conley as referee, Mr. Bratz, Mr. Fitzpatrick and Mr. Maynard, the sporting editors of the three daily papers here, who were very much interested in the bicycle game, and Iver Lawson and Ernest Pye for the riders, were selected to take charge of this meet and handle its funds. At the first meeting of the committee, when the object was talked over, Mr. Pye made it known to the committee that because of certain con-

### Prizes Await Guttenberg Winners.

Any motorcyclist who won a prize at the weekly meets at Guttenberg, N. J., this season and has not received it, can do so by communicating with Frank Seery, 606 Lexington avenue, New York City. In writing the date of the race and the nature of the event should be specified.

### Economy Contest is Called Off.

Owing to lack of interest among the members, the New York Motorcycle Club's proposed economy test which was scheduled for Sunday, 6th inst., at Guttenberg, N. J., has been abandoned.

### FAMILIAR NAMES ILLUSTRATED.



"WAGNER"



# Spills and Tumbles Mark Boston Grind

**Six Days' Race on Ten Hours a Day Plan Gives Riders Many Hard Knocks—Five Teams Tied on Last Day—Lawson's Collar Bone Broken—Lawrence and Wiley a Surprise.**

Boston this week is in the throes of the first six days' bicycle race which has been staged in Beantown since the burning of the old Park Coliseum nearly three years ago. The week's grind, which is a ten hours a day function, is being held in the Boston Arena, a ten-lap track just completed in phenomenal time and the finest indoor saucer ever set down in the Hub. Work on the track was begun on Thursday of last week, and on Friday the riders were trying out the new planks. The banks are steeper than were those at the old Coliseum.

Starting at 1 p. m., the race continued until 11 p. m. each day, except on Tuesday and Thursday, when the start was delayed until 4 p. m., thus advancing the finish to 2 a. m. This gave the night owls a chance to take in the race. Twelve teams of two men each, comprising many of the best riders in the country, started, but accidents have eliminated several. The teams which started were the following: Frank L. Kramer and James F. Moran, Iver Lawson and Gordon Walker, Norman Anderson and Floyd Krebs, Joseph Fogler and Elmer Collins, Patrick Hehir and Alfred Goulet, Phil Wright and W. Palmer, Fred West and W. L. Mitten, George Wiley and Percy Lawrence, John Bedell and Menus Bedell, Walter Demara and Saxon Williams, Lloyd Thomas and Fred McCarthy, Chris Schiller and Ernest Jokus.

## First Day—Monday.

At 1:10 p. m. "Lon" Peck, the veteran starter, gave the signal which set the long grind in motion, the following men starting for their respective teams: West, Moran, Anderson, Collins, Hehir, John Bedell, Walker, Williams, Lawrence, Thomas and Jokus. Owing to the steepness of the banking on the turns, 50 degrees, the riders soon found that they had to hit it up all the time to keep right side up. It was not a great while before several of the men got skittish, and the western end soon was christened "Dead Man's Curve" on account of the numerous falls which occurred there. Norman Anderson was the most unfortunate, for almost from the start he fell with clocklike regularity until he finally was eliminated.

Before he was forced out Anderson fell all the way down the west bank and lost half an hour ere he was able to resume. Every time he went down his bicycle was wrecked and it was not long before he had used up the entire supply of spares.

Less than two hours after the start the first catastrophe occurred and the ranks were thinned.

Fogler broke away just after completing his 45th mile, but had gone less than half a mile when Goulet, who set sail after him, blew a tire and went down. The rest of the field, with the exception of Fogler, Krebs and Jokus, tumbled in a grand smash. West, who was caught on the outside, shot through the air like a catapult and struck a post headfirst with terrific force. He received a bad gash in the back of the head. Lawson, who also was caught, was the worst sufferer, sustaining a broken collar bone, and Anderson drew a dislocated shoulder. These three were so badly injured that they were compelled to withdraw, which resulted in the formation of a new team consisting of Mitten and Walker, who forfeited a lap as the price of their amalgamation. The race was stopped for half an hour while things were being straightened out.

Lawson and West were taken to the hospital for treatment, and the latter later was removed to his hotel. Immediately after the big crash, "Willie" Bolles, Lawson's elongated and epigrammatic trainer, remarked: "It will be a great race if the collar bones hold out." For the rest of the afternoon the riders took it easy and there was nothing doing in the way of big sprints until 6 o'clock, when Fogler stirred things up. When he slackened, Moran rekindled the pace and after half an hour of grilling Jokus was lapped after relieving Schiller, who had been shaken off.

No sooner had Jokus been tagged, when Hehir broke out and kept things humming for ten minutes, with the result that another lap was scored by the field on the Jokus-Schiller team. When Hehir turned things over to his partner, Goulet, with a 30 yards lead through a clever pick-up, the latter soon increased the margin to half a lap, but Kramer led the chase and finally brought the Australian back to the rest of the fold.

During all this excitement the Wiley-Lawrence and Thomas-McCarthy teams narrowly escaped being lapped on several occasions. For the next three hours there was a lull and at nine o'clock Kramer instituted a shakedown. His efforts were seconded by John Bedell and Fogler, and after 20 minutes of continuous sprinting the Jokus-Schiller team lost two more laps, putting them four laps behind. At ten o'clock the men were called from the

track for a few minutes while a mile motor race between James Hunter and Charles Turville was put on. Turville won by 20 yards in 1:26.

Just as the riders were returning to the track Menus Bedell took a tumble on "Dead Man's Curve," and Phil Wright, who was close behind, rode his front wheel over Bedell's neck before he could stop. Wright did not fall, but Bedell was taken from the track, although he was not seriously hurt. A few minutes later Kramer went down at the same spot, but escaped injury. Five minutes later Menus Bedell, who had returned to the track, was floored again on the back stretch by a puncture, but this time he came off unhurt.

In the final mile dash for first and second prize, which are offered each night, Walker won, with Goulet second and Percy Lawrence third. At the conclusion of the tenth hour ten teams were left in the race, eight of them tied for the lead with 229 miles 1 lap. They were the following: Kramer-Moran, Fogler-Collins, Wiley-Lawrence, Wright-Palmer, Thomas-McCarthy, Hehir-Goulet, Demara-Williams. The Bedell brothers were one lap behind with 229 flat, and Schiller-Jokus brought up the rear with 228 miles 7 laps. The distance was a new American mark for a ten-lap track in a six day race, ten hours a day.

## Second Day—Tuesday.

On Tuesday the race did not start until 4 o'clock in the afternoon and went along in listless fashion until late in the evening, when Schiller and Jokus put the crowd on edge by their efforts to regain some of their lost laps. They regained one lap, none of the field being disposed to give chase, and soon after lost it twice and got it back again. Punctures were numerous during the afternoon and night, but no serious falls resulted. At ten o'clock Wiley caught the field napping and turned over a half lap gain to his team mate, Lawrence. Kramer, Goulet and Fogler decided things had gone far enough and caught the runaway. Then this quartet kept right on sprinting and would have gained a lap had not Palmer punctured and caused their work to be for naught.

In the final mile dash Wiley defeated Walker by an eyelash in a scorching wind-up. Four thousand people were present. The score at the end of the 20th hour was 456 miles 4 laps, the following five teams being tied: Wiley-Lawrence, Bedell



brothers, Wright-Palmer, Demara-Williams, Kramer-Moran, Collins-Fogler, Thomas-McCarthy, and Hehir-Goulet. Mitten and Walker were one lap behind with 456 miles 3 laps, and Schiller and Jokus were the tail enders with 456 miles 1 lap.

#### Third Day—Wednesday.

Lawson, who was injured on Monday, left the hospital on Wednesday afternoon and was at the track side when frantic telegrams were received from Salt Lake City newspapers asking whether it was true that Lawson was dying. Falls were frequent, particularly on the wall-like upper turn. The worst of these spills came at ten o'clock, when John Bedell ran into Jokus, both going down, and Walker, who was close behind, piled over them. Walker sustained a broken rib and Bedell also had to receive treatment. Just before the last hour another heart-breaking sprint commenced and lasted half an hour. When it was over the tie of eight teams was reduced to five. With John Bedell under treatment, he was unable to relieve his brother Menus and the latter, being unable to stand the gaff, was lapped. He punctured when the field was within 20 yards of him. The other teams who were lapped were Demara and Williams, and Thomas and McCarthy.

One of the most remarkable exhibitions of gameness ever witnessed at a six days race was given by Mitten and Walker in the final hour. Walker, who had broken a rib a short time before in a spill, was undergoing treatment when the sprint started, and it developed upon Mitten to hold out alone. He put forth his best efforts and in a grand ride managed to stay with the leaders until within five minutes of the finish, when Walker, despite the pain he was suffering, came out and relieved his partner. The pluck of the pair was rewarded by their tying for sixth place with the other three teams which lost laps. At the end of the 30th hour the score was 677 miles 2 laps, with five teams tied for first place, as follows: Kramer-Moran, Fogler-Collins, Hehir-Goulet, Wiley-Lawrence, Palmer-Wright. These three teams were tied for sixth place with 677 miles 1 lap: Bedell brothers, Demara-Williams, McCarthy-Thomas, and Walker-Mitten. Schiller and Jokus were last with 676 miles 7 laps.

#### Fourth Day—Thursday.

Continuous and desperate efforts on the part of the Bedell brothers and the Williams-Demara team to regain the lost lap which separated them from the leaders were the feature of the fourth day. Their efforts proved futile, for the field ever were on the alert and no sooner did one of the second division break away than the pack was after him in full cry. These spasmodic bursts of speed kept the largest crowd of the week in a continual uproar.

Except for the frequent attempts of the second division men to regain their lost ground, the afternoon riding was a steady grind. The race did not begin until 4 p. m. and ended at 2 a. m. Bandages conspicuous on many of the riders attested to the severity of their falls. Fogler, Hehir and Goulet were among the few lucky ones who had not suffered a fall. Although he always is there in the sprints, Kramer does not stand the gaff of long sustained going, and had it not been for Moran the team would have been lapped on several occasions.

Early in the evening the riders amused themselves by allowing Jokus, who is at the foot of the procession to gain almost a lap and then running away from him. The Newarker was persistent, however, and finally the others rewarded his pluck by allowing him to make up a lap, which puts his team within five laps of the leaders. In the last hour Saxon Williams caught the field napping and woke up the spectators by making a break for a lap. He gained a quarter of a lap before Hehir really got on his trail and they tore around at a terrific clip, Williams holding his lead well. When his partner, Demara, came out to relieve him, although he was fresh, he was unable to stand the strain and he was overhauled in two miles.

Around midnight Gordon Walker, who suffered a fractured rib on Wednesday, was the victim of another accident, the worst of the day. McCarthy, a second division man, started a sprint, but had been going only a short time when a tire rolled off the rim. Walker, who was right behind, went headlong over McCarthy and broke his collar bone when he struck.

In the two miles motor race between James Hunter and Charles Turville the spectators had thrills aplenty. The men cut out a fast clip all the way and Hunter won in 2:56.

At the end of the 40th hour the score was 902 miles 4 laps, the following five teams being tied for the lead: Kramer-Moran, Fogler-Collins, Wiley-Lawrence, Hehir-Goulet, Wright-Palmer. The second division teams which are one lap behind are the following: Bedell brothers, Thomas-McCarthy, Demara-Williams, Walker-Mitten. Schiller and Jokus still hold down last place with 901 miles 9 laps.

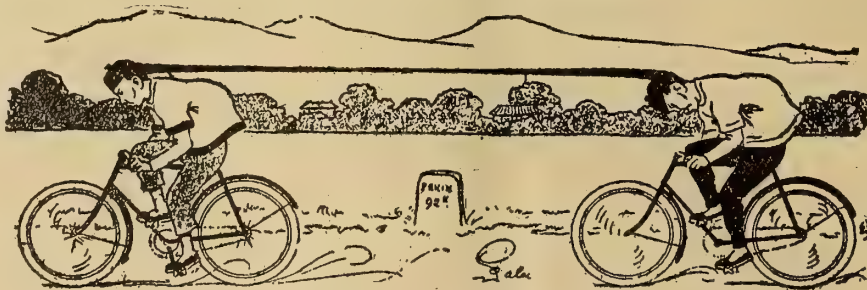
#### Fifth Day—Friday.

The sixth and last day of the six days race dawned with the same five teams tied for first place and four others tied for sixth, while Jokus and Schiller continue to be the "tail of the kite," being one lap behind the second division. They got on even terms with the second division men on Friday evening but a terrific sprint by Lawrence and Wiley, in the last hour's riding, cost them a lap and dropped them back to their former position. Lawrence and Wiley's riding has caused considerable comment, and it is possible that they may be very hard to dispose of in the final sprint. An exceptionally heavy rain storm had a bad effect on the size of the crowd, but 4,000 persons saw Joe Fogler take the final mile of the night from Paddy Hehir, with Phil Wright riding third. The standing at the end of the 50th hour was Kramer and Moran, Hehir and Goulet, Fogler and Collins, Wright and Palmer, and Wiley and Lawrence tied for first place with 1,124 miles 6 laps; the second division of Bedell brothers, Mitten and Walker, McCarthy and Thomas, and Demara and Williams being one lap behind with 1,124 miles 5 laps, and Jokus and Schiller 1,124 miles 4 laps.

#### Crescents Hold a Class Award Run.

The regular run of the Crescent Bicycle Club, of Baltimore, Md., was held on the 16th inst., over the course on which the annual fall road race of the Maryland Division of C. R. C. of A. was held, on the following Sunday. This was done in anticipation of the big race and with the idea of familiarizing the members with the course. Following out the club-race plan recently adopted, two class events were held, which afforded considerable interest. A strong wind opposed the nine starters, so that while a hard ridden race resulted the time was slow. F. S. Plitt in a hard driving spurt nosed out A. J. Baker for first place in the Class E event over the eight and one-half miles course. The second race, which was for Class D men, drew but two starters in T. S. Taylor and G. A. Miller, Taylor finishing first in 26:25 and beating Miller by 59 seconds. In the monthly mileage contest first place is still held by F. M. Sanborn, while F. E. Mommer has regained second position.

#### FOLLOWING PACE IN CHINA



A PARISIAN HUMORIST'S CONCEPTION OF HOW THEY DO IT



**BOSTON'S CRISP CURTAIN RAISER**

**Kramer Runs Away from Lawson—Moran Gets a Lucky Break—Fogler Takes the Field Events.**

Iver Lawson proved easy prey for Frank L. Kramer in their match at the Boston (Mass.) Arena, Saturday night, 29th inst., and the champion simply toyed with the Terrible Swede, defeating him easily in straight heats. With the aid of an effective combination consisting of Hehir and Goulet, Joseph Fogler tapped the till twice for first money, winning the mile handicap and the ten miles open. He was the leading money maker of the evening. James Moran won the ten miles motor paced race from Elmer Collins on a fluke after the latter had it apparently safe in his grasp. Collins punctured in the last mile while leading and Moran checked in for first money.

Lawson's poor showing in his match with Kramer was a surprise, for it was expected that he would give the champion a tussle. The first heat was a mile, and Lawson took the lead on the break. There was nothing doing until the half way station was reached, when Lawson, who had led up to that point, commenced to get up steam. Kramer was content to hang on until the three-quarters pole was reached, when he jumped out and ran right away from Lawson, a gap of four full lengths separating them at the finish. The time was 2:28. In the second heat, a half mile, Kramer broke the breeze all the way, and although Lawson tried to pass him in the last lap, the champion staved him off, and led across the tape by a safe margin. Time, 1:07.

In the final of the mile handicap, Fogler and Hehir were on scratch, while Jokus had the limit of 100 yards. Hehir did the towing and yanked Fogler along to such good advantage that the latter soon caught the leaders. It was easy for him to kick up a little extra dust in the wind-up, and he celeritated right by Mitten, Lawrence and Jokus who followed over the tape in that order. With a two dollar bill awaiting the leader at each half mile, the ten miles open proved the liveliest event of the night. Naturally there was a scramble on every money lap, and when the books were balanced, George Wiley was found to be the leading lap collector, with five to his credit. Goulet, Hehir and Fogler again incorporated themselves for the occasion and manipulated things as they pleased. Goulet did most of the donkey work in overhauling the runaways, and commenced to beat it when half way home on the bell lap. Fogler, who was guarding him, also commenced to unwind and nipped Goulet at the tape, while Hehir was third. West took fourth and Wright came next.

Two send-offs were necessary in the ten miles motor paced race between James Moran and Elmer Collins, the former falling after 3½ miles had been covered in the first session. On the second getaway, Collins gained steadily and seemed a sure winner when in the last lap hard luck, in the shape of a collapsed tire, robbed him of victory. More than 3,500 people were present. Summary:

Ten miles, motor-paced—Won by James Moran; second, Elmer Collins. Time, 17:05½.

Ten miles, open—Won by Joseph Fogler; second, Alfred Goulet; third, Patrick Hehir. Time, 21:28¾.

One mile, handicap, professional—Won by Joseph Fogler (scratch); second, W. L. Mitten (65); third, Percy Lawrence (40); fourth, Ernest Jokus (100). Time, 1:53.

Match sprint, F. L. Kramer-Iver Lawson—First heat, one mile, won by Kramer. Time, 2:28. Second heat, one-half mile, won by Kramer. Time, 1:07.

**Kopsky Makes New 100 Miles Record.**

Making 100 miles in five hours 18 minutes and 22 seconds, Joseph Kopsky, of the Century Road Club of America, set a new American unpaced bicycle record for the distance, on Sunday, October 30, and broke the old mark, set by him seven years ago, by four minutes and 28 seconds. The time for the 50 miles was two hours 33 minutes and 43 seconds. Dr. A. C. Griffin, of Whitestone, L. I., and D. M. Adey, president of the National Cycling Association, acted as timers. Kopsky made the start and finish at Floral Park, Long Island. He rode a New England racer, and was favored by fine weather and excellent roads.

Kopsky's record was the feature of the races which followed the regular Sunday club run of the Century Road Club Association, New York City. Starting from Columbus Circle the riders crossed the Queensboro Bridge and went out via Sunnyside, where a short stop was made for the benefit of some riders whose tires needed attention. Upon arrival at the destination a series of races and athletic events were put on. The first number was an attempt by Joseph Kopsky to lower the 100 miles unpaced road record, which was successful. A slow race was won by J. Arcaro, in 2:30. W. Fuchs took second and H. Kelley third. Arcaro was again returned a winner in the obstacle race, in which Kelley outpointed Fuchs for second. The time was 1:08. At the conclusion of the events dinner was taken at the Oriental Hotel, after which the riders went over to Belmont Park to see the aeroplane flights, returning home late in the afternoon. Until the close of the riding season the club also will hold night runs during the week from Columbus Circle to various parts of the city. The next run will be held Thursday night, 10th inst. All riders are invited to attend these runs.

**PRIZES WELL SPREAD AT OLYMPIC**

**Star "Clean-Up" Men Were Absent and Lesser Lights Benefit—O'Brien Takes the Big Event.**

Owing to the unexpected absence of several of the Eastern stars who were billed to appear, honors were more evenly distributed than usually is the case, at the weekly meet of the New Jersey Motorcycle Club at Olympic Park, Sunday, 30th ult. In all of the five events held, four of which were handicaps, a different man was returned the winner. Howard O'Brien came down from Springfield with a pair of fast Indians, prepared to make a clean-up, but his former townsmen, with the assistance of liberal handicaps, prevented him from capturing more than one race.

Because of approaching darkness, the 15 miles handicap, which was the topline on the card, was cut to six miles. Although he gave away handicaps up to two minutes, O'Brien, who was on the honor mark, won with ease, his most formidable opponent, Kavanagh on an Indian, being forced to retire on account of chain trouble. Andrew Boshen, Merkel, claimed second, and Eugene Pflieder, Yale, blew in third.

Herbert Ayrault did some whirlwind riding early in the afternoon, but later came to grief through his recklessness and figured in a sensational spill in which he was fortunate to get off lightly. In the five miles handicap, 50 cubic inches class, Ayrault, with 50 seconds leeway, managed to keep in front all the way, despite the determined efforts of O'Brien and Drummond to overhaul him. In the three miles handicap, Ayrault, who was closely pressed by James on an Indian, grew more reckless and in trying to pull away from his pursuer ran wide on the far turn and crashed into an ice house. Picked up unconscious, he was taken to a hospital, where it was found that he had sustained only a sprained wrist and slight scratches, aside from the shock. James won the event, and Kavanagh took second. These two changed places in the five miles handicap, 30½ class, Kavanagh winning with James as runner-up. Andrew Boshen, Merkel, accounted for the two miles novelty. Summary:

Five miles, handicap, 30½ cubic inches—Won by S. S. Kavanagh, Indian (1:10); second, W. H. James, Indian (1:00); third, Howard O'Brien, Indian (scratch). Time, 6:03.

Five miles, handicap, 50 cubic inches—Won by Herbert Ayrault, Merkel (50 seconds); second, Percy Drummond, Indian (30 seconds); third, J. W. Pierson, Indian (1:50). Time, 5:22.

Three miles, handicap, 30½ cubic inches, New Jersey riders only—Won by W. H. James, Indian (scratch); second, S. S. Kavanagh, Indian (scratch); third, Andrew Boshen, Indian (scratch); fourth, Eugene Pflieder, Yale (scratch); fifth, Herbert Ayrault, Merkel (scratch); sixth, Percy Drummond, Indian (scratch); seventh, J. W. Pierson, Indian (scratch); eighth, Howard O'Brien, Indian (scratch); ninth, George Wiley, Indian (scratch); tenth, Frank L. Kramer, Indian (scratch); eleventh, Elmer Collins, Indian (scratch); twelfth, Joseph Fogler, Indian (scratch); thirteenth, Alfred Goulet, Indian (scratch); fourteenth, Patrick Hehir, Indian (scratch); fifteenth, Ernest Jokus, Indian (scratch); sixteenth, W. L. Mitten, Indian (scratch); seventeenth, D. M. Adey, Indian (scratch); eighteenth, A. C. Griffin, Indian (scratch); nineteenth, J. Arcaro, Indian (scratch); twentieth, W. Fuchs, Indian (scratch); twenty-first, H. Kelley, Indian (scratch); twenty-second, J. 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Smith, Indian (scratch); hundred-seventy-fourth, J. R. Smith, Indian (scratch); hundred-seventy-fifth, J. R. Smith, Indian (scratch); hundred-seventy-sixth, J. R. Smith, Indian (scratch); hundred-seventy-seventh, J. R. Smith, Indian (scratch); hundred-seventy-eighth, J. R. Smith, Indian (scratch); hundred-seventy-ninth, J. R. Smith, Indian (scratch); hundred-eightieth, J. R. Smith, Indian (scratch); hundred-eighty-first, J. R. Smith, Indian (scratch); hundred-eighty-second, J. R. Smith, Indian (scratch); hundred-eighty-third, J. R. Smith, Indian (scratch); hundred-eighty-fourth, J. R. Smith, Indian (scratch); hundred-eighty-fifth, J. R. Smith, Indian (scratch); hundred-eighty-sixth, J. R. Smith, Indian (scratch); hundred-eighty-seventh, J. R. Smith, Indian (scratch); hundred-eighty-eighth, J. R. Smith, Indian (scratch); hundred-eighty-ninth, J. R. Smith, Indian (scratch); hundred-ninetyth, J. R. Smith, Indian (scratch); hundred-ninety-first, J. R. Smith, Indian (scratch); hundred-ninety-second, J. R. Smith, Indian (scratch); hundred-ninety-third, J. R. Smith, Indian (scratch); hundred-ninety-fourth, J. R. Smith, Indian (scratch); hundred-ninety-fifth, J. R. Smith, Indian (scratch); hundred-ninety-sixth, J. R. Smith, Indian (scratch); hundred-ninety-seventh, J. R. Smith, Indian (scratch); hundred-ninety-eighth, J. R. Smith, Indian (scratch); hundred-ninety-ninth, J. R. Smith, Indian (scratch); hundredth, J. R. Smith, Indian (scratch);



anagh, Indian (20 seconds); third, Eugene Pflieder, Yale (30 seconds). Time, 4:58½.

Two miles, novelty—Won by Andrew Boshen, Merkel; second, Eugene Pflieder, Indian; third, S. S. Kavanagh, Indian, Time, 3:06.

Six miles, handicap, 50 cubic inches—Won by Howard O'Brien, Indian (scratch); second, Andrew Boshen, Merkel (1:15); third, Eugene Pflieder, Yale (1:40). Time, 7:43¾.

#### Sidener to Handle Motorcycle Publicity.

Able publicity work for the Federation of American Motorcyclists is promised in the appointment by President F. I. Willis, of Merle Sidener, Indianapolis, Ind., as manager of the F. A. M. press committee. The remainder of the committee will be appointed in a few days. Sidener will devote a large portion of his time and a great deal of attention in furthering the interests of the F. A. M. from a publicity standpoint. He is a skilled writer and formerly was city editor of the Indianapolis Star. In addition to his work for the F. A. M., Sidener also is to take charge of the publicity department of the Motorcycle Manufacturers Association to carry out a campaign that was considered at Buffalo meeting of the manufacturers. His appointment was announced this week.

#### Baltimore Has Another Club.

To the already large roster of bicycle clubs in Baltimore, Md., another has been added in the "Manhattan Cyclers." The following officers have been elected: Captain, Earle Smart; color bearer, Hamilton Gimmel; center guide, Harry Smart; right lieutenant, Paul Fallowfield; left lieutenant, Carl Euker; right guard, William MacMillan; left guard, Byrl Downes; secretary-treasurer, Arthur Alwater. Weekly runs are planned and the club is open to riders of the vicinity who wish to join.

#### Redlands Club Has Active Plans.

Having launched a vigorous membership campaign, the Redlands (Cal.) Motorcycle Club is preparing to fit up handsome club rooms with repair and garage rooms as inducements for membership. Later the organization plans to purchase a plot and erect a home of its own.

#### Crown City Club Has a Club Room.

The Crown City Motorcycle Club, which recently was organized in Pasadena, Cal., has taken quarters at 11 Holly street, which have been furnished up as a club meeting place. The first meeting in the new headquarters was held on the 13th inst.

#### Cycle Club at Reading High School.

Students of the Boys' High School, Reading, Pa., who ride bicycles have formed a club and elected officers as follows: James Keiser, president; George Dellet, vice-president; J. H. Kissinger, secretary, and Percy Fritz, treasurer.

## SUSPENDED FOR TOLEDO AFFAIR

### Goerke and Club Members Suffer Penalty for Part in Unsanctioned Meet—Chairman States the Reasons.

Through the failure of Walter Goerke to ride at Olympic Park, N. J., last Sunday, it came out that he, along with several other well known riders, had been suspended by Chairman Thornley for competing at an unsanctioned meet given by the Toledo (O.) Motorcycle Club on October 9. Considerable comment was caused by the Toledo meet, owing to the fact that several well known riders from far distant cities competed, despite the fact that it was announced as a closed affair for members only. It afterward transpired that they had been taken into the club on very short notice. As a result of this bit of sharp practice wholesale suspensions have been meted out to all concerned, but it is likely that the ban on the visiting riders will soon be raised, for Chairman Thornley expresses the belief that they were not intentional violators of the rules. Chairman Thornley announces the suspensions in the following formal statement:

"It has come to the notice of the Competition Committee that at Toledo (O.) on October 9th, the Toledo Motorcycle Club ran a closed club meet so-called, and that they took in riders from a distance as members of the club, thereby attempting to avoid having to pay a sanction fee. Investigation shows that this club is not affiliated with the F. A. M., and therefore in holding a meet without a sanction it became an outlaw organization. In accordance with the rules, every rider who participated in this meet disqualified himself, and is ineligible to compete until the disqualification is raised by the Competition Committee.

"A number of the visiting riders were deceived as to the status of this meet, just as I was, and did not know that the club was not an affiliated one and therefore could not conduct an unsanctioned meet. In view of the circumstances, all riders who participated, who were not original members of the Toledo Motorcycle Club can be reinstated by filing an affidavit with this office, stating forthwith the fact that they were innocent of any intention to ride at an unsanctioned meet and that they honestly believed that the club was acting within the rules in conducting the meet in the manner in which they did. All other members of the Toledo Motorcycle Club will stand suspended until they formally apologize for their indiscretion either individually or as a club and apply to the Competition Committee for reinstatement."

#### Terre Haute's New Club Home.

Believing it proper that a new and flourishing organization should have a home,

the Terre Haute (Ind.) Motorcycle Club has just furnished a new club house in that city. Arrangements are under way for many events, both social and road, which will not only furnish enjoyment to the members, but will be of interest to the many riders in the city who are not already affiliated with the club.

#### Empire's Run Annual Handicaps.

Cycle racing at the Sheepshead Bay race track on Long Island is being conducted on Sundays by the Empire City Wheelmen, which club is holding its annual series of handicap races. These are to be followed by the club championship events. Six gold watches of equal value and amounting to \$150 in aggregate value have been hung up as the prizes in the handicap series, to be awarded to the six riders who emerge with the most points. The only difference in the prizes will be in the engraving indicating the character of the award. The novelty of having all the prizes of equal value has created considerable extra enthusiasm.

The events still to be decided in the handicap series are the ten miles race on Sunday, 6th inst., and the 25 miles race on Sunday, 13th inst., while the championship series, which will be run without the riders even unstrapping their feet from their pedals between events, is set for November 20 and will consist of scratch races at one, two and five miles, the winner to be decided on the point system, with five, four, three, two and point for the first five men respectively in each event. The handicap series takes account of the first six men, in each event getting six points, the second getting five, down to the sixth man, who gets one point. It is through the courtesy of Manager Clark, of the Sheepshead track, himself an old bicycle rider, that the Empire's are permitted to hold their races there. The results are as follows:

Sunday, October 23—Half mile handicap, won by C. Hansen (90); second, F. Fisher (scratch); third, Matt Barnett (80); fourth, J. Becht (scratch); fifth, J. White (70); sixth, J. Orlando (20).

Sunday, October 30—One mile handicap, won by Matt Barnett (150); second, Carl Ericson (scratch); third, J. Becht (70); fourth, H. Segelken (90); fifth, R. Bennett (100); sixth, E. Goerke (20). Two miles handicap, won by J. Becht (scratch); second, Carl Ericson (scratch); third, F. Fisher (scratch); fourth, R. Bennett (200); fifth, H. Segelken (175); sixth, E. Goerke (60). Five miles handicap, won by William Napier (1 minute); second, Matt Barnett (1:15); third, J. Seaman (30 seconds); fourth, F. Fisher (scratch); fifth, Carl Ericson (scratch); sixth, E. Goerke (15 seconds).

#### Cycle Team Race for Long Branch.

The Long Branch (N. J.) Cycle Club has announced a three hours bicycle team race for Thanksgiving Day, 24th inst. It will be held on a three-quarter mile track.



**DARING SPEED DOINGS AT DALLAS**

**Mitchell, Stubbs and Hasha Crack Old Track Records—Motorcycle Racing Thrills State Fair Visitors.**

One new mile track record was the net result of three days' motorcycle racing at the automobile meet at the state fair grounds, Dallas, Tex., on the 27th, 28th and 29th ult. The first to shatter the old figures was Arthur Mitchell, who pushed a Merkel around in 54 seconds flat on Friday, clipping  $\frac{1}{5}$  of a second from the former mark. On Saturday, Robert Stubbs and Edward Hasha both took a big fall out of Mitchell's record. Alternating on a 7 Indian, Hasha and Stubbs both tied with 52 seconds flat, the fastest time of the meet. Mitchell also bettered his figures of the previous day, but was unable to get inside the new mark. His best effort netted 0:52 $\frac{1}{2}$ .

Edward Hasha, a local rider, was the chief cash collector, taking three firsts. Stubbs took two, incidentally winning the silver cup offered by the Hendee Mfg. Co., an especially handsome trophy, and Mitchell collected the fat end of the purse once. On Thursday, the opening day, Stubbs protested Mitchell's machine on the ground that it was oversize and it was measured the following day. According to one report, it was found to exceed the 61 cubic inches limit, but Chairman Thornley has taken no action, pending receipt of the data from the officials.

Mitchell scored first blood on Thursday by winning the first race, a five miles open for twins. At the start he took the lead, with Stubbs and Hasha tacking on in that order and this formation continued to the finish. In the ten miles handicap, Hasha and Brewster were given allowances of 1:35, while Mitchell, Stubbs and Clark were on scratch. Mitchell got away like a rocket and soon distanced Stubbs. He then went after the limit men and caught Clark in a few miles. Hasha proved a tougher proposition, however, and although he tried hard, Mitchell was unable to close the gap, although he had made up all but one-sixteenth of a mile when Hasha crossed the line a winner. Stubbs was third. Time, 10:40 $\frac{1}{2}$ .

Friday's card opened with a five miles race for singles, 30 $\frac{1}{2}$  cubic inches limit. Hasha, Stubbs and Nole, Indians, and Mitchell, Merkel, were the starters. Hasha took the lead at the start and was never headed, although he was chased hard. Mitchell retired in the third lap on account of mechanical trouble and Stubbs had no difficulty in capturing second. Mitchell stayed out of the ten miles open, his machine not being ready, and Stubbs made a runaway of the event. He jumped the field at the start and opened up a lead of half a mile,

which he easily maintained to the finish, lapping Brewster, Harley-Davidson, who nevertheless took second, through the dropping out of Hasha. Mitchell, having repaired his machine, went out for the track record, and got it as previously told.

A big field came out for the ten miles handicap on Saturday, for in addition to the prize money, the silver cup offered by the Hendee Mfg. Co., proved a good drawing card. In this event, all twins were placed on scratch and the singles allowed a handicap of 1:12. The two long markers were Nole, 4 Indian, and Clark, 4 Merkel. The scratch brigade consisted of Stubbs, Hasha and Wood, Indians; Mitchell, Merkel, and Brewster, Harley-Davidson. At the break Wood took the lead and held it for two miles, Mitchell dropping out in the second lap. On the third circuit Stubbs passed Wood and took the lead, the rest of the field also overhauling Wood soon after and thereafter he ceased to be dangerous.

When the smoke of the time trials had cleared away Mitchell's record had faded and Stubbs and Hasha shared ownership of the new mark. In the twin class Stubbs and Hasha took turns on an Indian 7 and tied each other with a circuit in 0:52. The best Mitchell could do was 0:52 $\frac{1}{2}$ . Hasha was the star in the class for singles, driving a 4 Indian around in 0:59, while the best Stubbs could do in this class was 1:03 $\frac{3}{4}$ . Nole, Indian, was one second slower. The attendance was about 10,000 each day. Summary:

**Thursday, October 27.**

Five miles, open, twin cylinders, 61 cubic inches—Won by Arthur Mitchell, Merkel; second, Robert Stubbs, Indian; third, Edward Hasha, Indian; fourth, O. M. Brewster, Harley-Davidson. Time, 4:51 $\frac{3}{4}$ .

Ten miles, handicap, 61 cubic inches—Won by Edward Hasha, Indian; second, Arthur Mitchell, Merkel; third, Robert Stubbs, Indian; fourth, O. M. Brewster, Harley-Davidson. Time, 10:40 $\frac{1}{2}$ .

**Friday, October 28.**

Five miles, open, single, 30 $\frac{1}{2}$  cubic inches—Won by Edward Hasha, Indian; second, Robert Stubbs, Indian; third, Herbert Nole, Indian. Time, 5:17 $\frac{1}{2}$ .

Ten miles, open, 61 cubic inches—Won by Robert Stubbs, Indian; second, O. M. Brewster, Harley-Davidson; third, Edward Hasha, Indian. Time, 9:22 $\frac{1}{2}$ .

**Saturday, October 29.**

Ten miles, handicap—Won by Robert Stubbs, Indian; second, Edward Hasha, Indian; third, Nole, Indian. Time, 10:08.

Mile time trials, twins, 61 cubic inches—Edward Hasha, 7 Indian, 0:52; Robert Stubbs, 7 Indian, 0:52; Arthur Mitchell, Merkel, 0:52 $\frac{1}{2}$ .

Mile time trials, singles, 30 $\frac{1}{2}$  cubic inches—Edward Hasha, 4 Indian, 0:59; Robert Stubbs, 4 Indian, 1:03 $\frac{3}{4}$ ; Nole, 4 Indian, 1:04 $\frac{1}{2}$ .

**SEVEN MAKE 50 MILES NON-STOP**

**Touring Club's Run Eliminates Only Three—New York Police Urge "Racers" to Hurry Their Pace.**

Despite the heavy automobile traffic, some tricky turns and the usual vagaries of Fate, seven of the ten starters in the Motorcycle Touring Club of New York's 50 miles non-stop run, which took place on Pelham Parkway on Sunday, 30th ult., rode the half-century without a stop, in the first event of its kind ever held in this country. There were times, however, when some of the lucky seven were in some ticklish situations, and it seemed as if the failures would be more numerous than they were. The seven whose rear wheels never ceased turning during the test were: M. E. Toepel, 5 Indian; G. A. Ashley, 4 Indian; F. Dreier, 5 Indian; Arthur Leslie, 7 Indian; Samuel Levin, 5 Indian; A. McIntyre, 5 Indian; David Molin, 4 N. S. U. The other three contestants were put out by mechanical troubles. All but one of the entrants started, the sole absentee being Dr. F. Wise, who was unable to be on hand.

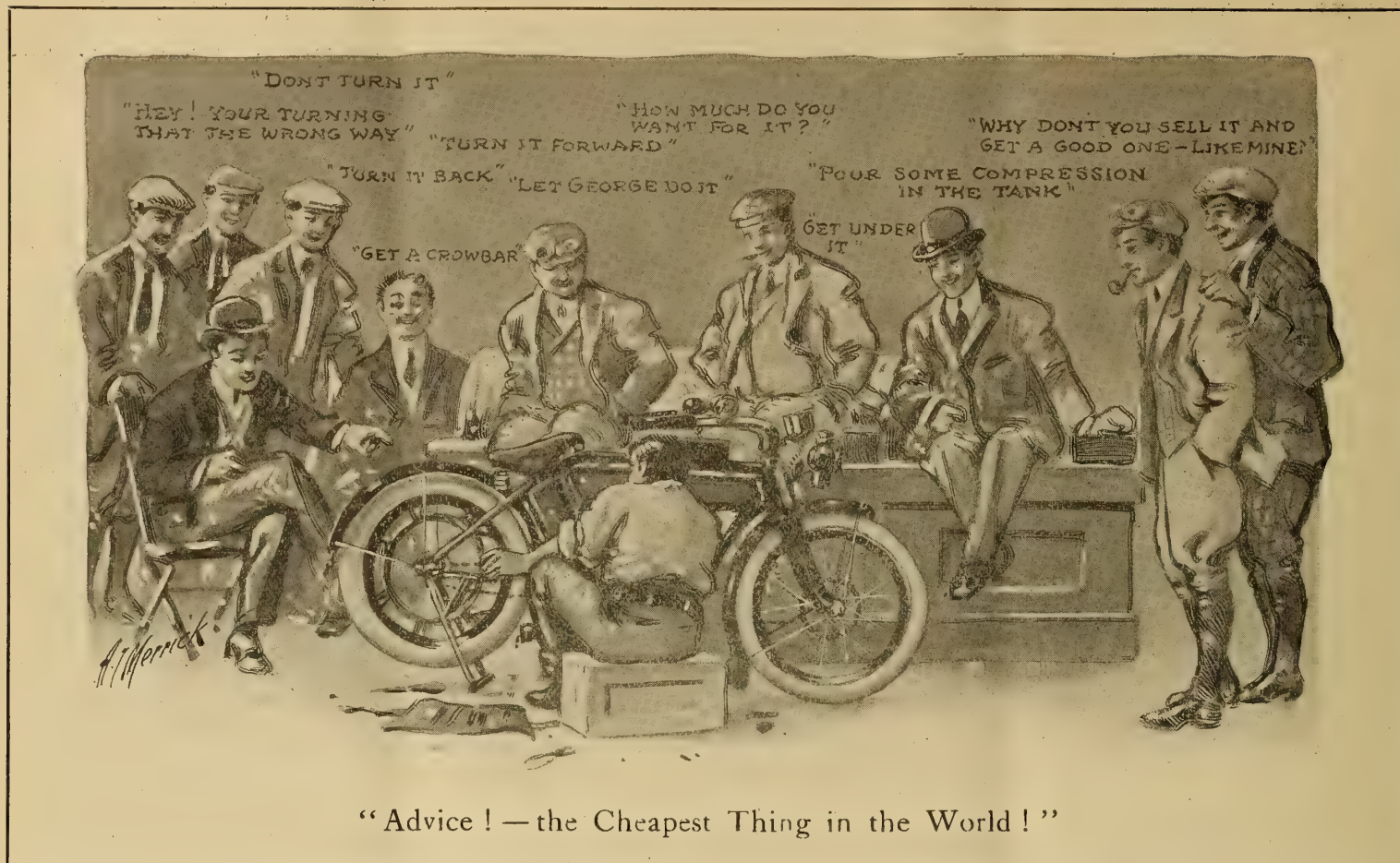
Starting at the Bronx River bridge, near the entrance to Bronx Park, the course led over the Williamsbridge road to Westchester village, thence over the Fort Schuyler road to Eastern boulevard to Pelham Parkway to the starting point, a distance of 8.2 miles. This course was covered six times, giving an approximate distance of 50 miles. Checkers were stationed at the starting point and at several turns on the course, and a contestant was considered out when his rear wheel ceased revolving. Members of the Concourse Motorcycle Club acted as checkers and also as scouts to aid those who might experience trouble. Perhaps the most interested of the spectators who gathered at the turns and other vantage points were some mounted patrolmen who importuned some of the easy going riders to hasten a bit lest they be all day performing their task. In Westchester village the residents thought a race was on and cheered the men every time they came through.

At least one of the contestants, G. A. Ashley, made sure that he would not run short on distance, so he covered an extra lap. Another innovation was the numbering arrangement. Instead of the usual cloth squares bearing numbers, the latter were chalked in large figures directly on the riders' khaki suits.

**East Orange Enforces Light Law.**

East Orange, N. J., is a bad place to ride without a light at night, as the police are instituting a campaign against cyclists and motorcyclists who offend in this respect. Two arrests of riders without lights on their machines already have been made.





"Advice! — the Cheapest Thing in the World!"

#### Kerosene for the Engine Base.

Few motors have any provision for introducing kerosene into the base for flushing, although without exception instruction books emphasize the need of washing out the old oil and grit at regular intervals. The only way it can be done at present in most machines is to empty the oil tank and pour some kerosene into it and let it run through to the engine, which is a tedious and disagreeable method. The task can be made much easier by fitting a small priming cup with dust cap either on top of the cam case or the motor base. When this is done care should be taken to remove from the engine all metal chips caused by the operation and to see that the inner end of the cup does not project far enough to come in contact with the valve mechanism or fly wheels.

#### Engine Trouble From Incandescence.

One cause of engine trouble, which, on account of the deceptive symptoms accompanying it, sometimes will baffle even an expert to detect, is that due to faulty spark plug construction and indicated by pre-ignition. The symptoms are slowing down of the motor and indications of serious loss of compression. The trouble is due to the fact that the mica insulation extends beyond the metal core of the plug. When this projecting tube, which serves no useful purpose, becomes incandescent, it ignites the gas before the spark occurs and causes

pre-ignition in a like manner to redhot particles of carbon or minute metal projections in the combustion chamber. Owing to the fact that the troublesome projection is well concealed within the shell the diagnosis of the ailment is particularly difficult. The remedy is to take the plug apart and cut off the projecting tube flush with the edges of the central core, being careful to leave no ragged edges when the job is completed.

#### Tongs for Removing Engine Valves.

For removing and replacing motorcycle engine valves an ingenious idea in tongs has been devised by L. A. Cuson, of Detroit, Mich., for his own use. The tongs are forged from seven-sixteenth round stock and are 14 inches long. The ends that grip and compress the valve spring are U-shaped, with an opening of about half an inch, and the tips are pointed to facilitate their insertion in the coils of the spring.

#### Remedying a Choke in the Fuel Feed.

Choking in the gasoline feed pipe from the tank to the carburetor, which is indicated by the engine's stopping after every few hundred yards running, sometimes may be relieved by disconnecting the feed pipe and giving it a few blasts of air from the tire pump. If this fails, a piece of fine strong copper wire may be cautiously probed in the piping to remove the obstruction without injuring the tubing.

#### Tool for Removing Piston Rings.

In taking down and cleaning the engine of a motorcycle, the removal and replacement of the piston rings often becomes quite a proposition, but J. O. Brouillett, of Tarrytown, N. Y., has simplified the operation by means of a small, cheaply constructed tool, which he designed. It consists of two one-sixteenth inch strips of steel cut somewhat similar to an ordinary calipers and pivoted a short distance from the working end. In handling the ring the working ends of the two legs, which are pointed, are inserted in the ring opening and the ring sprung by a slight pressure on the handles. By tightening the thumb nut, which, with a small bolt form the pivot, a pair of calipers is obtained.

#### Handkerchief as a Tire Stop Gap.

As a first aid to a torn casing, an ordinary pocket handkerchief has been suggested by a motorcyclist, who tried the scheme when he punctured his rear tire and at the same time tore a jagged hole in the cover. No shoes or pieces of canvas being at hand to repair the gay, on an inspiration he wound his folded handkerchief around the repaired tube, and after inserting the latter in the casing, blew it up. Fifty miles were then covered without further trouble or signs of wear. Such a measure, however, is to be employed only for the minimum distance necessary to secure a new tire or to get a leisurely repair.



**SPEEDS AT 87.38 MILES PER HOUR**

**DeRosier Makes New Marks for the Mile,  
the Hour and the 100 Miles—  
Trials Sanctioned.**

Undaunted by the refusal of the competition committee, for technical reasons, to place the seal of approval on the recent crop of records which he harvested, Jake DeRosier and his band of warriors went after Father Time's scalp again at the Playa del Rey Motordrome, Los Angeles, Cal., on Saturday, 29th ult., and got several strips of it. DeRosier, who of course rode an Indian, a "7," went after the 100 miles record and captured it in the greatest exhibition of space annihilating which that peerless speed artist ever has given. He pounded out the century in the phenomenal time of 1:15:24 $\frac{3}{4}$ , which is nearly 11 minutes better than his old mark made on the same track last May. Still more wonderful was the new hour record which DeRosier set up, when he traveled the astonishing distance of nearly 80 miles, to be exact, 79 $\frac{7}{8}$  miles, in 60 minutes, almost 1 $\frac{1}{2}$  miles a minute. This record also totally eclipses Jake's old hour figure of 74 miles 667 yards, which he hung up last May. Nor were the lusty speed merchants content to let Father Time get away with this punishment, for they took some more tuft at the mile distance. DeRosier also took the honors in this class, with a dash around the wooden bowl in 0:41 $\frac{1}{2}$ . Ray Seymour was a close second with 0:41 $\frac{3}{4}$ , and Charles Balke, was clocked in 0:41 $\frac{3}{4}$ . The old record was 0:43 $\frac{1}{2}$ , made by DeRosier. The trials were duly sanctioned, and it is said unofficially that the machines on being measured were found to be under the .61 cubic inches limit. Upon receipt of official credentials from the officials, the chairman of the competition committee will determine whether or not the records will stand.

**Stansbury Suspended as a "Pro."**

Although Albert Stansbury, of Canton, O., mounted on a Harley-Davidson, won both of the motorcycle races at the mixed meet at the fair grounds, Peoria, Ill., on the 27th ult., he will not receive any prizes or credit for his work, and furthermore he will not do any more racing for the next six months. Stansbury's victories were immediately protested by Edward Voss, who ran second to him, on the ground that Stansbury's machine was not stock as provided for in the entry blanks, and it also appears that the Canton lad attempted to pose as an amateur, although he had taken cash at several backwoods meets earlier in the season. At the time he accepted cash Stansbury was not a member of the F. A. M., and probably was ignorant of the consequences of his action, but this does not relieve him from punishment. His suspension

was inflicted for conduct unbecoming an honest professional, according to Chairman Thornley, and of course he hereafter will have to compete with professionals. The races were awarded to Voss.

**Davis Ends Transcontinental Trip.**

Riding the same machine, a 5 horsepower Indian, on which he started from San Francisco last February on his round trip transcontinental ride, Volney E. Davis, again gazed on the hills of the Golden Gate on the 30th ult., almost nine months since he left it, the first motorcyclist to make the round trip across the American continent. Davis left New York for the Coast on September 6, and struck directly across by the northern route, making the trip in 55 days. He was met by a welcoming party of the San Francisco Motorcycle Club, of which he is a member, 50 miles outside the city and was escorted to the club rooms. The completion of Davis' ride marks the longest tour ever undertaken by a motorcyclist, his total mileage being about 10,500. When he left San Francisco on February 5 for New York it was his intention to make the round trip. On his Eastern journey he came by way of Los Angeles, thence through the Southwest and up the Mississippi Valley region to Chicago, and then along the lake shore. He arrived in New York on June 19, having been on the road 134 days, and having covered nearly 6,000 miles. He spent the summer in New York, but finally answered the call of the West.

**Gabler Grabs Portsmouth Goods.**

Quite out of the ordinary were the prizes distributed at the motorcycle meet held at the fair grounds, Portsmouth, O., on the 8th ult. the favors ranging from rain coats to talking machines. Charles Gabler, of Chillicothe, collected the merchandise in two events, while local men accounted for the other races. A fair sized crowd was present, and some exciting brushes ensued. Summary:

Five miles handicap—Won by Starling; second, Gabler. Time, 8:10.

Five miles, open—Won by Gabler; second, Davenport. Time, 7:05.

Ten miles, handicap—Won by Davenport; second, Gabler; third, Starling. Time, 15:01.

Five miles, Scioto County championship—Won by Calvert; second, Starling. Time, 10:03.

Unlimited pursuit—Won by Gabler. Distance, 7 miles. Time, 8:10.

**Dallas Dash Defeats Houston Hurry.**

Easily the feature of the closing day of the Angelina County Fair, which ended at Lufkin, Tex., on October 15, was the ten-miles motorcycle race between Ed Hasha, of Dallas, and H. Cunningham, of Houston. The race was warmly contested throughout, but Hasha finally drew away from Cunningham and finished about five-eighths of a mile ahead, doing the distance in 15 minutes.

**ELEVEN PERFECT AT BRIDGPORT**

**Results Announced Concerning 172 Miles  
Run—Of 22 Starters, 14 Completed  
the Difficult Course.**

Although it was held nearly a month ago, the announcement of results in the Bridgeport (Conn.) Motorcycle Club's first annual "endurance run" just has been made. The contest was held on Sunday, October 9th, over a course of 43 miles which was covered four times, making the total distance 172 miles. Of the 22 riders who started, 14 finished, 11 of them with perfect scores. Two were disqualified, and the remaining half dozen were put out either by mechanical trouble, or withdrew of their own accord.

Sand, hills, rocky and oiled roads with too much oil were some of the difficulties with which the riders had to contend. Bridgeport was the starting and finishing point for each lap, the other important towns on the route including Derby, New Haven, Milford and Stratford. At Shingle Hill, outside New Haven, the riders were stopped at the foot and sent up the formidable rise from a standing start. The penalties on the hill were as follows: Pedaling, single, 10 points; twins, 25 points; dismounting, single, 25 points; twins, 50 points. Of those who took the hill test, which was given on the last lap, all but seven got up without either pedaling or dismounting. At the start of the contest each rider was credited with 1,000 points from which was deducted one point for every minute late at controls and five points for every minute early. Disqualification was the penalty for arriving half an hour early or an hour late at any control.

Those who finished with perfect scores were the following, and they will receive medals: H. L. Severin, Excelsior; R. H. Wheeler, Indian; William Kost, Thor; F. A. Stevens, Excelsior; C. N. Gorgas, Indian; R. J. Steinert, Thor; E. H. Phelps, Excelsior; S. A. Lyons, Indian; Shelton Sturges, Excelsior; Henry Sturges, Excelsior; R. E. Bliss, Excelsior.

The other survivors, their scores, and the reasons for their penalization follow: Joseph Coleman, Emblem, 995 points, late at control; H. Doucette, Indian, 975 points, dismounted on the New Haven hill; A. H. Mason, Pierce, 950 points, dismounted on hill.

The following did not finish for the reasons indicated: D. S. Boynton, Excelsior, tire trouble; Joseph Bender, Merkel, left course, disqualified; R. McDonald, Indian, out on last lap; H. C. Fox, Excelsior, disqualified for arriving at control 45 minutes early; C. R. Hopkinson, Indian, out on last lap; George Hoey, Yale, out, engine trouble; B. Atkinson, Excelsior, withdrew; J. Ison, Excelsior, withdrew.



## DARRAGON MEETS DOUBLE DEFEAT

Lavalade and Seres Both Triumph Over Him—Friol Bests Ellegaard in Sprint Match in Paris.

Something must have slipped in Darragon's make-up on Sunday, October 23, in the final meet of the 1910 season at the Velodrome Buffalo, Paris, for the hitherto unbeatable Frenchman was trimmed three times in succession by Lavalade and Seres. The occasion was the big triangular motor-paced match, run in three heats, of 10, 20 and 30 kilometers, respectively, and Lavalade emerged winner with three firsts to his credit, Seres captured two seconds and Darragon one second. Darragon seemed to have trouble with his pace, as several times he had to change machines, while Lavalade and Seres were paced splendidly. The first two heats were hotly contested by all three participants, but the third heat soon resolved itself into a duel between Seres and Lavalade. Darragon had a spill in the tenth kilometer and from then on was practically out of it. Lavalade finished the 30 kilometers in 25:27½, beating Seres by 270 meters.

Although this motor-paced match was advertised as the great attraction of the meet, it wasn't one, two, three, with the special match between Ellegaard and Friol, the two crack sprinters of Denmark and France. The match was run in two heats, the first of which was for 900 meters, the other for 500 meters. It was a jockeying match all the way through, Ellegaard slightly in the lead, crawling along at the upper edge of the track as close to the fence as possible. At the bell Friol jumped past the Dane and sprinted for all he was worth, continually looking backward at Ellegaard, who despite all he could do was not able to catch the Flying Frenchman. Time, 4:04. In the second heat Ellegaard again pursued the same tactics. He freely took the lead and hugged the upper rail. When Friol again jumped at the bell, Ellegaard was ready for him and cut down from his high position so furiously and swiftly that he smashed into the rear wheel of the flying Friol. While the Frenchman just managed to stick to his wheel, the Dane shot through the air and landed heavily on his shoulder, sustaining serious injuries. As he was incapable of taking part in the third heat of the match, the race was awarded to Friol. The accident and the announcement of Friol's victory following it came near precipitating a riot and free-for-all fight among the fans, many of whom were admirers of the speedy Ellegaard.

In the international handicap, with which the last meet of the season closed, Friol, already tired out by his match with Ellegaard, had to give such big handicaps that the best he could do was to finish in sixth

place. Fifty-two professional cracks took part in this race, and it had to be run in six heats, the winners of each qualifying for the seventh, the final heat of 900 meters, which resulted in Cottrel (65) winning; second, Rudi-Russe (100); third, Dupuy (15); fourth, Didier (30); fifth, Ledoc (45); sixth, Friol (scratch); seventh, Morel (85). Time for the final heat, 1:02¾.

### Friol Captures "le Syndicat."

The 1910 annual championship of Le Syndicat which was run on the Velodrome Buffalo, Paris, October 17th, produced some of the most exciting finishes ever seen on a French track, all the famous riders of France and of other continental countries taking part. Forty riders lined up in the nine first heats, the nine winners being Friol, Ellegaard, Dupre, Martin, Schilling, Jacquard, Mostacci, and Rettich. The times in these heats were comparatively slow,



ranging from 1:54 to 1:09 for the 900 meters—two-thirds of a mile. The fastest was won by Schilling, and the slowest by Rettich. In the semi-finals considerable jockeying for position took place, each of the three cracks, Friol, Martin and Rettich, seemingly loath to take the lead. On the last lap Rettich endeavored to shake Friol, but the latter responded with a tremendous jump and nipped the flying Rettich barely ten yards from the tape. In the other two semi-finals Ellegaard and Moretti proved speedier than their rivals and qualified for the last heat, together with Friol.

The final heat found Moretti with the lead, pedaling leisurely for the first 500 yards, when suddenly Ellegaard jumped to the front and opened a gap of 30 yards before Friol could respond. When the champion sprinter of the world did, however, he closed up rapidly and for one lap it was a neck-and-neck race between the two flyers. Coming into the stretch Friol dug up just a little bit of extra speed and won by less than a yard. Time, 2:45.

## RAMER REAPS AN OMAHA HARVEST

Wins Four of Eight Motorcycle Races on the Speedway—Munkers the Best Pie Muncher.

Otto Ramer, riding an Excelsior, was the king bee of the Omaha (Neb.) Motorcycle Club's race meet on the Omaha Speedway, Sunday, 23d ult. Ramer won four of the eight races as well as several places. All of his victories were scored in events for stock machines, these classes predominating on the card. As usual, the novelty race in which pie eating was the determining factor, caused the spectators to hold their sides. Some of the riders who were unequal to disposing of a whole pie gastronomically under "force feed," tucked the uneaten portions under their sweaters and finished them while riding. When the quick lunch was over C. Munkers was adjudged the winner. The fifteen miles free-for-all, which was the topline of the card, was won by J. Huth, Indian. Summary:

Three miles, single cylinder stock machines—Won by Otto Ramer, Excelsior; second, E. J. Styler, Excelsior; third, C. Mickel, Thor. Time, 3:45.

Ten miles, pursuit, single cylinder stock machines—Won by Otto Ramer, Excelsior; second, C. Mickel, Thor; third, E. J. Styler, Excelsior.

Five miles, single cylinder stock machines—Won by Otto Ramer, Excelsior; second, J. E. Hubble, Indian; third, E. J. Styler, Excelsior. Time, 6:00.

One mile, flying start—Won by J. E. Hubble, Indian; second, E. J. Styler, Excelsior; third, Otto Ramer, Excelsior. Time, 1:12.

Two miles, novelty—Won by C. Munkers, R-S; second, George Shuman, Excelsior; third, A. Beck, Thor. Time, 4:10.

Ten miles, private owners, single cylinder machines—Won by Otto Ramer, Excelsior; second, E. J. Styler, Excelsior; third, Morris Wilson, Thor. Time, 12:15.

Ten miles, open, single cylinder machines—Won by H. McFarland, Excelsior; second, C. Mickel, Thor; third, Otto Ramer, Excelsior. Time, 11:45.

Fifteen miles, free-for-all—Won by J. Huth, Indian; second, Otto Ramer, Excelsior; third, C. Mickel, Thor. Time, 16:15.

### Marshall Takes Two at Terre Haute.

Frank Marshall, riding an Indian, won both of the motorcycle events held in connection with the automobile meet at the fair grounds, Terre Haute, Ind., Sunday, 23d ult. In the five miles handicap, he was clocked in 8:43, Byron Casebeer, Indian, defeating Herman for second. Marshall again was first home in the ten miles handicap, making the trip in 12:52½, while Forrest Casebeer, Indian, took second place from Watkins, Excelsior.



# FRAME CONSTRUCTION IN THE 1911 EXCELSIOR AUTO-CYCLE

No radical changes have been necessary or desirable, but the front forks have been further strengthened. Not one has broken in 1910 but this important item can't be too good, and the saddle position is now the lowest ever attained in a road machine.

This has been accomplished without reducing the road clearance and with the use of 28 inch wheels.

The balance and steering qualities are perfect and the balanced velvet action spring fork absorbs every particle of vibration due to road irregularities.

The long, perfectly designed handle bars with extension grips in connection with the saddle position gives the highest degree of comfort, enabling even inexperienced riders to cover 200 miles and over per day with the minimum of weariness.

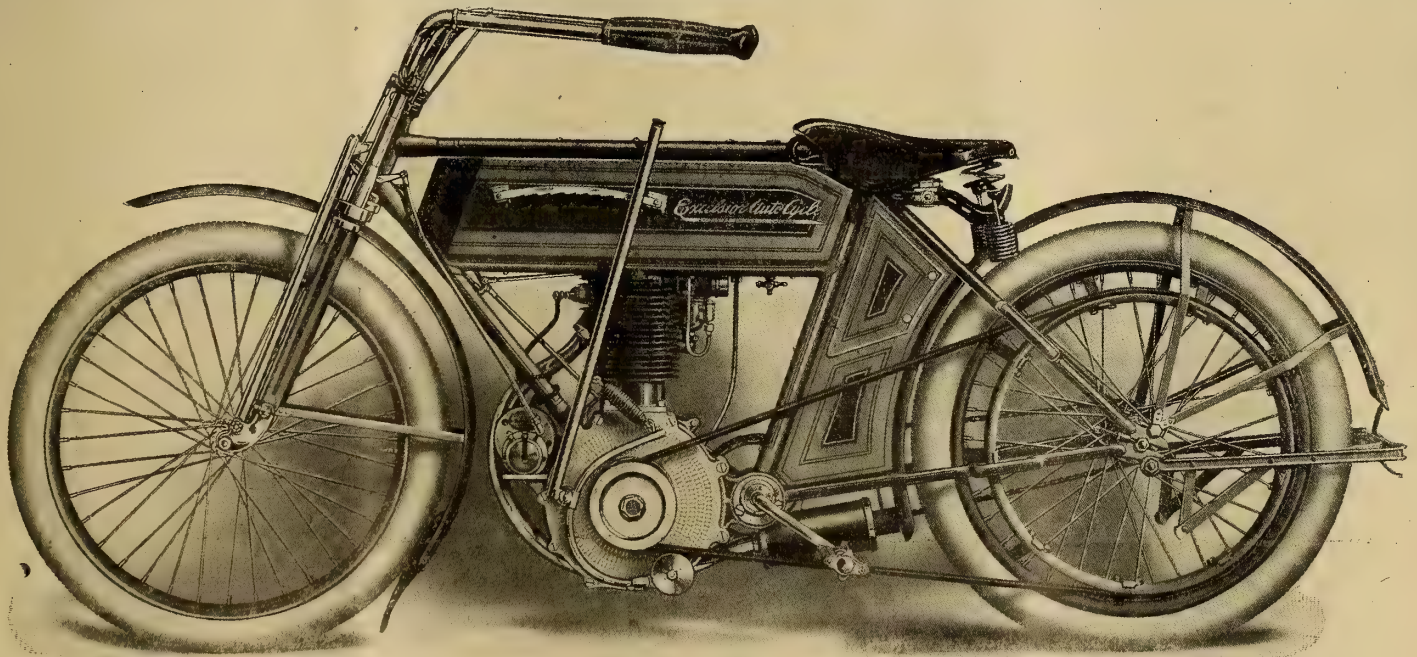
The fact that two riders who have never before taken part in a reliability run rode steadily for nine days and covered over 200 miles per day for the last five in the recent F. A. M. run and they were ready for work the next morning is ample proof of this assertion.

## BEAR IN MIND

The Excelsior Auto-Cycle is the only motorcycle built with drop forged frame fittings throughout. Others may guarantee their cast and stamped fittings, but when you are on the road,

**An Ounce of Drop Forging Is Better Than a Ton of Guarantee.**

(See this space in the next issue for motor details.)



# EXCELSIOR SUPPLY COMPANY

Randolph St. Bridge

Established 1876.  
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## A "System" Shop Cabinet **FREE** WITH **NEVERLEAK TIRE FLUID**

Every bicycle dealer and repairer should handle the marvelous NEVERLEAK Tire Fluid which automatically plugs the tire without the rider even knowing he has a puncture.

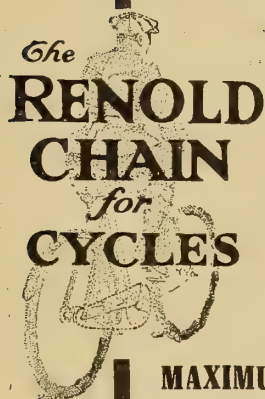
One NEVERLEAK certificate goes with every dozen tubes. Thirty certificates bring you this dandy "System" Shop Cabinet, FREE. Cabinet is of quarter sawed oak—23 inches high—17 inches wide—has nine drawers divided into compartments for balls, nuts, washers, spokes, nipples, etc., etc. Each drawer and compartment indexed.

In its beauty, strength and wonderful serviceability, this Cabinet is positively without an equal. See your jobber about it today.

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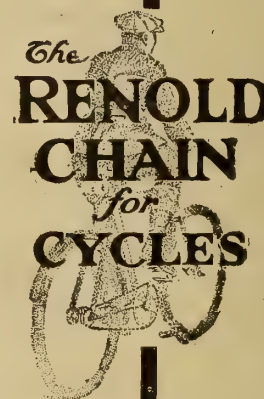
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**and high grade wheels are inseparables**



The highest standard is only reached in a cycle when every part or fitment is of the finest quality obtainable. That is why the Renold Chain cannot be overlooked by either the cyclist who seeks the best wheel, or the manufacturer who desires to supply him with it.

The chain is such a vital part of a cycle. It transmits the motive power and on its quality depends the manner in which the riders efforts are answered. Strength, quality of running, and length of useful life are the deciding factors in the choice of a chain. The best attainable expression of them is offered in the Renold Chain which embodies the



**MAXIMUM STRENGTH, THE SWEETEST RUNNING AND THE LONGEST WEAR**

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(Trade Mark, registered April 30, 1895.)

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we have concluded to sell parts only to the general trade.

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Price List sent on application.



99-4



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**SIMPLE AND  
ABSOLUTELY AIRTIGHT.**

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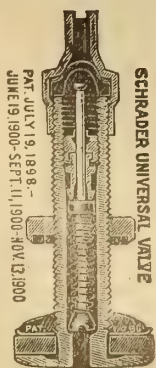
**A. SCHRADER'S SON, Inc.**

Established 1844.

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PAT. JULY 19-1898



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**Why You  
Should Use  
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SELECTED AS REGULAR EQUIPMENT FOR  
IVER JOHNSON, PIERCE, POPE, SNELL  
and YALE bicycles, while other makes will be so fitted  
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The manufacturers of these models have used thousands of  
FISK BICYCLE TIRES and know their value. The selection  
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Dealers should write for full information on the Fisk line  
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**Because  
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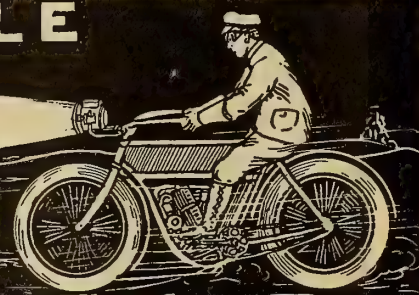
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*20<sup>TH</sup> Century*

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Wherever bicycles or motorcycles are known 20th Century Lamps are found.

**ELECTROTYPES FOR 1911 CATALOGUES ARE NOW READY.**

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**420-422 Ogden St., NEWARK, N. J.**



## ENGLAND'S FUTURE KING A CYCLIST



Most of the members of England's royal family are cyclists, sharing with King George himself an enthusiasm for cycling as a sport and recreation. The picture shows the present Prince of Wales, the future King of England, while cycling at Balmoral.

**Real Collision for Moving Pictures.**

Moving picture collisions generally are merely "faked" for the dramatic purposes, but William Sanders, a boy who on his bicycle carries films for moving picture shows in New York City, was the victim of a real moving picture collision when he was struck by an automobile on Broadway. He saved himself by clinging to the fender of the motor car, but the pictures of the silent dramatists that he carried were ground in the dust.

**Cycle Police Disperse Rioters.**

Labor riots in Berlin have resulted in incidental demonstrations that cycle police are

well able to cope with riot conditions, and that the use of the machine imposes no awkward limitations on the efficiency of the men. In dispersing the riot crowds the cycle police were quite as efficient as the men mounted on horses. The cycle corps carried revolvers mounted on their handlebars by special clips, so that the weapons could be released instantly in case of emergency.

**Theater Motorcycles in a Star Part.**

Recently installed as an innovation, the fleet of motorcycles used by the management of the Murat theatre, Indianapolis, Ind., for quick ticket delivery to patrons

has proved a "headliner" which has become so popular that it is assured of an indefinite run, a most unusual distinction at this playhouse. Since the service was installed the telephonic requests for tickets to be delivered by motorcycle are growing daily by leaps and bounds, and the management is highly elated with the hit which the innovation motorcycle ticket delivery system has made. Five machines are in use, and tickets are delivered to any part of the city within an hour after the order is received.

**His Trio of Errors Cost Him \$25.**

For speeding his motorcycle in Essex Falls, N. J., James De Pallo, of Roseland, N. J., was arrested on October 24, and taken before Recorder Miller. In addition to speeding, the rider was riding after dark without a light, and this fact counted against him, so that a fine of ten dollars was imposed. When questioned as to his license it was discovered that he had provided himself with a New York automobile license tag, on which the numbers had been painted over. For this an additional sum of \$15 was added to his fine, making \$25 in all.

**Porters to Protect Machines From Theft.**

Licensed porters wearing distinctive badges and whose duty it would be to take care of bicycles and motorcycles that the riders might leave in their hands on entering shops or private residences, are proposed by the Lord Mayor of Birmingham, England. The mayor believes that not only would the system be of great value to the bicyclists and motorcyclists, but also that it would save the Birmingham police department a great deal of trouble, by reducing the number of cycle thefts.

**Tour to New Home on a Motorcycle.**

With the intention of making the South their home and with the anticipation of much pleasure in reaching their destination, Atlanta, Ga., Mr. and Mrs. Harry Parrish, of Indianapolis, Ind., started to make the trip on a Thor four horsepower motorcycle, leaving the latter city on October 8. Parrish said they expected to find few bad roads and, averaging from 150 to 200 miles a day, would soon reach their destination.

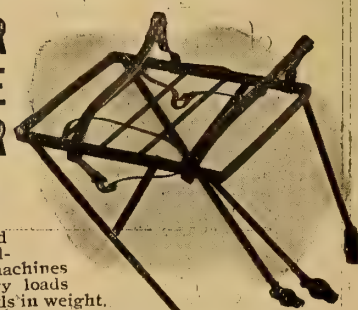
## THE STAR LUGGAGE CARRIER

for Motorcycles  
and Bicycles

It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

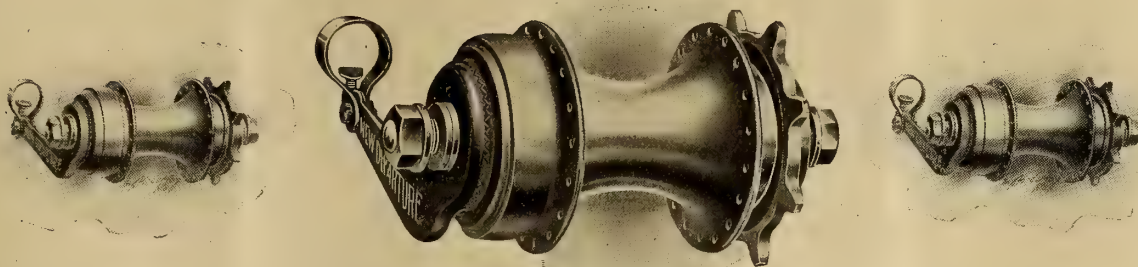
Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance.

\$3.50 —Special discounts to dealers.



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It is worth a whole lot to the dealer to have behind him a manufacturer who guarantees goods the dealer is selling and will "make good" with customers whenever necessary.

New Departure coaster brakes, bells, etc. are strongly guaranteed against defective workmanship, material and finish.

When we are called upon to satisfy this guarantee, there is no quibbling, no aggravating delays—we carry out our promise as quickly as we know how and your customer is pleased.

In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

Specify New Departure coaster brakes on new wheels; purchase a few loose bells from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



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## The Assurance of Safety

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*Why take ordinary lamps, when you can have Solars?*

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Experience, resources and a fixed determination to produce only the best are responsible for the selection of our cylinders, pistons, etc., by those makers who know what quality is and where to get it.

HOW ABOUT YOUR CONTRACT?

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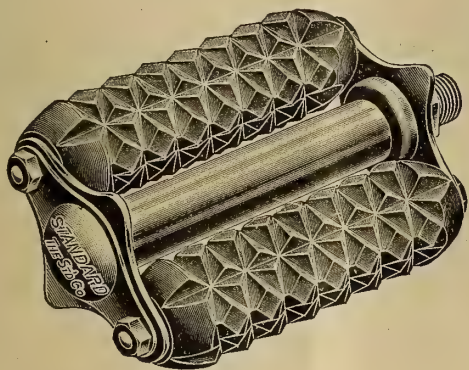
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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There's a reason for this—it exists in the fact that, for over a quarter of a century, we have maintained a standard which others have aspired to, but never yet attained.

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## BROOKS—

**the original and only  
genuine compound  
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In this Saddle is embodied that unique feature which entirely vanquishes vibration—the BROOKS Compound Springs—and only in the BROOKS can those springs, as we make them, be obtained.

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The Brooks  
Motorcycle Saddle—B104.





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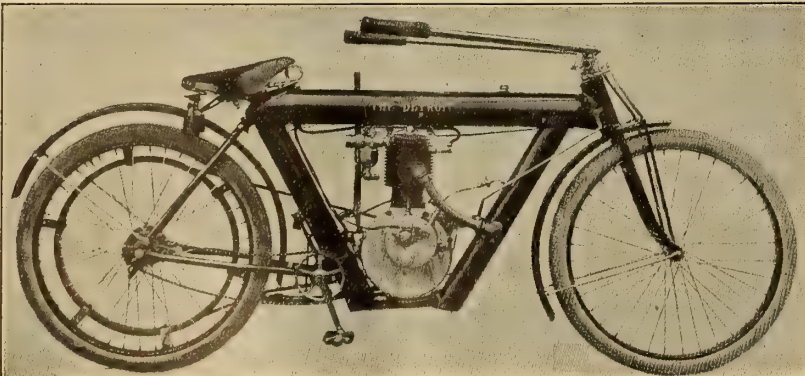
The N. S. U. has never met its equal in comfort, simplicity, endurance or economy. The two speed feature, the two brakes, the correct balance and high class of material gives you a motorcycle of which you will always be proud and which will run better and smoother, and for a longer period than any motorcycle built. Remember

**'Frisco to New York**  
3843 Miles in 28 Riding Days

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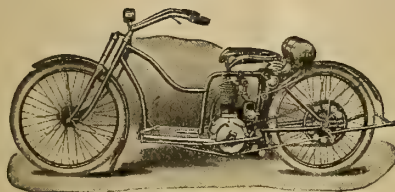
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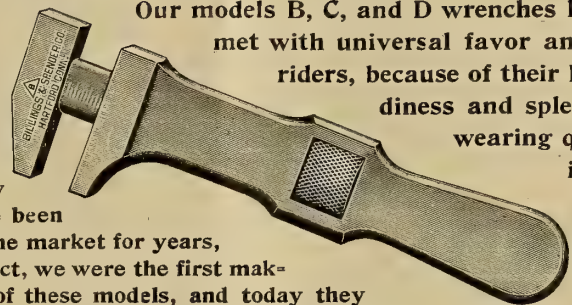


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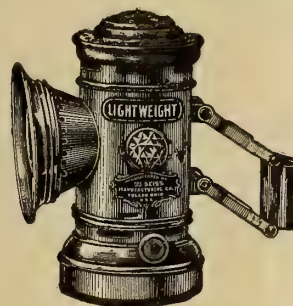
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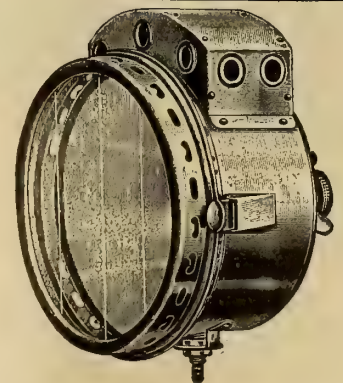
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10 cents per line; 15 cents per line if in capital letters. Cash with order.

**WANTED**—A home trainer with or without dial, for club use. M. ROSENBLUM, 909 Second Ave., New York.

**FOR SALE**—1909 Indian, loop frame, single cylinder, 3½ H. P., cheap. Address SMITH MUSIC STORE, Parkersburg, W. Va.

**MOTORCYCLISTS** desirous of disposing of their machines will benefit by communicating with us. We have the system that sells them. Prospective purchasers of second-hand motorcycles should write to us. We have the stock to pick from. **TIGER CYCLE WORKS CO.**, 782 Eighth Ave., New York. Phone 1268 Bryant.

**FOR SALE**—Motorcycles; enormous variety American and foreign makes—Marshes, Indians, Reading Standards, as low as \$25. All guaranteed. Immediate delivery. Send for large Bargain Bulletin. **NEW YORK MOTOR CAR AND CYCLE EXCHANGE**, 217 West 125th St., New York City.

**PARTS** in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. **TIGER CYCLE WORKS CO.**, 782 Eighth avenue, New York.

**WHY NOT** send a copy of the *Bicycling World's Annual Spring Number* to your friend? Striking cover design in colors; contains 120 pages; scores of bully pictures of both bicycle and motorcycle scenes; lots of stimulating and entertaining reading matter, including illustrations and summarized descriptions of the 1910 bicycles and motorcycles. Ten cents, postpaid, to any address. **BICYCLING WORLD CO.**, 154 Nassau St., New York.



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Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

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### SPROCKETS

We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade.  
**HYDRAULIC-PRESSED STEEL CO.**  
CLEVELAND, OHIO

**SEND** for list of bargains previous to our removal. We have a number of attractive offerings. Write today.

**VIM CYCLE & HARDWARE CO.**  
Buffalo, N. Y.

**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



## Star Ball Retainers

**WHO? Tell Us**

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 36, Germany




### Metz Runabout

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

**METZ COMPANY**, Waltham, Mass.



### American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

**AMERICAN MOTORCYCLE CO.**  
Wells & Seigel Sts., Chicago

## Special Stampings FROM SHEET METAL

**THE CROSBY CO.**, Buffalo, N. Y.

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**BICYCLES AND SUNDRIES**  
Prompt and complete shipments

**THE OLD PHILADELPHIA HOUSE**  
Our Catalogue is ready and will be mailed for the asking.

**GEO. W. NOCK CO.**  
Jobbers of **BICYCLES and SUNDRIES**  
126 N. Fourth St., PHILADELPHIA

## 1910—CATALOGUE—1910

of  
**Overland and Black  
Diamond Bicycles**

Send for copy today with dealers' rock bottom prices.  
**BI-MOTOR EQUIPMENT COMPANY**  
177-179 Portland St. Boston, Mass.

**The NIGHTINGALE Whistle**  
for any MOTORCYCLE—Assures Right of Way

Made of Brass **\$4.00** Complete  
F. O. B. New York  
Nickel plated, \$1.00 extra  
**NIGHTINGALE WHISTLE MFG. CO.**  
1783 Broadway, New York

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**Only Good Ones**

**THE CHANDLER CO.**, Springfield, Mass.

## MICHIGAN ROCK MAPLE RIMS —None Better

Made by **LOUIS RASTETTER & SONS**, Fort Wayne, Ind.

**TO THE LIVE MAN** interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

**THE BICYCLING WORLD COMPANY**  
154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to  
**THE BICYCLING WORLD AND MOTORCYCLE REVIEW**  
for one year, commencing with the issue of \_\_\_\_\_

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Indian and Merkel Motorcycles.  
Parts, Repairs, Accessories and Storage.  
Complete Power Repair Shop and Experienced Men.  
**F. B. WIDMAYER CO.**  
Tel. 998 River. 2312 Broadway, New York

**J. F. McLoughlin,  
MERKEL MOTORCYCLES**

244 East 52nd St., New York. 'Phone, 5635 Plaza.  
Residence, 154 East 49th St.

**TIGER CYCLE WORKS CO.**  
782 Eighth Ave., NEW YORK.  
**ROYAL PIONEER MOTORCYCLES.**  
Eclipse Free-Engine Pulleys and Racycle Bicycles.  
Full Line of Parts and Accessories.

**T. J. SIXSMITH,**  
New York Headquarters for R-S MOTORCYCLES.  
Expert Repairing, Storing. Spare parts for all makes  
of Motorcycles.  
203 West 100th St., NEW YORK  
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**J. C. FOLEY, Motorcycle Garage,**  
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Agency for Indian, Thor and R-S.  
Repairs, Supplies, Storage.

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**BEDFORD MOTORCYCLE CO.**  
**BRAZENOR & RUDERMAN,**  
1041 Bedford Ave., BROOKLYN, N. Y.  
"THOR" AND EXCELSIOR MOTORCYCLES  
Repairs, Supplies. Telephone, 769-W Bedford.

**INDIAN and PIERCE Motorcycles**  
Repairs, parts and supplies  
**A. H. PATTERSON, Brooklyn Agent,**  
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New York agent for Yale and New England Racers.

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CHICAGO BRANCH: 1251 Michigan Avenue,  
PERRIN B. WHITNEY, Manager.  
**INDIAN MOTORCYCLES**

**HIGH GRADE**

**wheels must have  
the best equipments**

There is nothing that gives more value for the  
money than the use of the

**MORSE TWIN CHAIN**

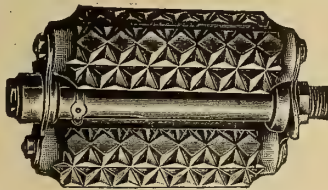
**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

**SEND FOR CATALOGUE AND TRADE  
PRICE TO**

**MORSE CHAIN CO., Ithaca, N. Y.**

**STEVENS'**  
**Motorcycle Pedals**



**Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.**  
**ORDER THROUGH YOUR JOBBER.**

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**BICYCLE GOODS  
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We want every dealer to have our Cata-  
logue and Bargain Books. Please write  
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**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

**BEAN  
CHAIN TOOL**  
**TWO IN ONE**  
Will easily remove  
rivets like this.  
See that extra sec-  
ond punch on a rever-  
sible handle, making  
one Tool equal to two of any other.  
Adapted for any Motor-cycle Chain.  
We have the only Patent for this  
Tool, beware of infringing articles.  
Write for circular and prices!  
The Empire Auto Spec. Mfg. Co., Berea, O.

**Every Live Dealer Sells  
DUCKWORTH CHAINS**

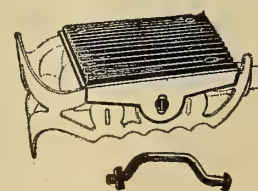
Whether for bicycles or motorcycles they always are  
in demand, and not to carry a stock of them is to lose  
business. Duckworth Chains are the standard.  
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**MESINGER  
CAVALRY AND STANDARD  
Motorcycle Saddles**

with Fibre Friction Shock Absorber, are  
Superior.

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**BICYCLE AND MOTORCYCLE  
Rims and Mud Guards**

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Majestic Building, Detroit

**WALD PEDAL RUBBER**

3-16 in. thick rubber  
covering the pedal,  
keeps the shoe from  
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sole.

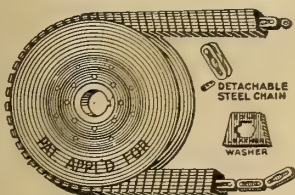
Sold by Jobbers.

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**1911 Proposition on Bicycles and  
Bicycle Tires Now Ready**

Write for Prices

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**SHIPPED ON TEN DAYS TRIAL**

This Indestructible Non-Stretching Absolutely Waterproof V Belt  
Shipped to any address in United States, Mexico or Canada on **TEN  
DAYS TRIAL.** A postal card will bring our liberal offer by return mail.  
Address,

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# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

### We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

J. W. GRADY & COMPANY, Worcester, Mass.

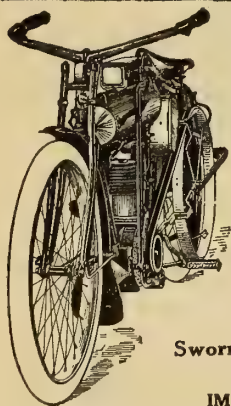
### Diamond MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

**"USERS KNOW"**

THE DIAMOND RUBBER CO.  
Akron, Ohio



### The Ever-Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

The Yale team—as usual—achieved a clean score.

3 1/2 H.P. Single Cylinder \$200 F.O.B. Toledo	<b>YALE</b>	6 1/2 H.P. Twin Cylinder \$300 F.O.B. Toledo
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The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

**RIDE A YALE—THEY NEVER FAIL**

Sworn statement of average upkeep cost in 1909 for all repairs—29c.

IMMEDIATE DELIVERIES—Write for Booklet Today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio, U.S.A.

### Bargains Extraordinary in MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

**2000 1908 G & J double clinch, raised tread.**

These tires are not "seconds."

**1909 M & W moulded double clinch.**

DEALERS, WRITE FOR PRICES

**F. A. BAKER & CO., 10 Warren St., New York City**

SEND FOR OUR COMPLETE MOTORCYCLE SUPPLY CATALOG

## RELIANCE Motorcycles

Get catalogue and prices.

**Reliance Motorcycle Co.**

Owego, Tioga Co., N. Y.

### Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
25c.



Price Each  
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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**  
55B Warren Street New York



# Kokomo Miles

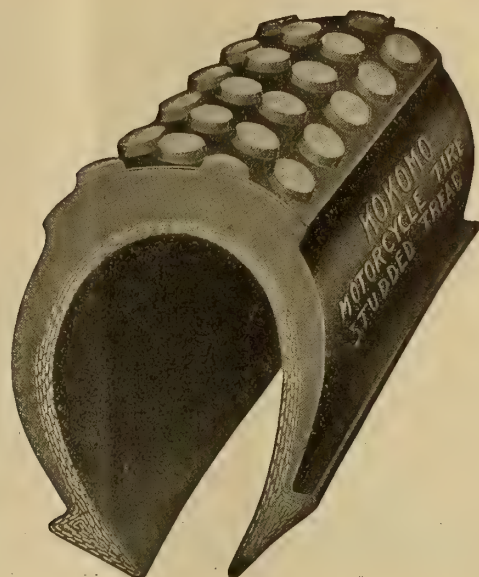
are tire economy and  
tire satisfaction.

## DEALERS

who have not yet ar-  
ranged to carry

# KOKOMO Motorcycle TIRES

for 1911, should write  
us at once for full in-  
formation. These tires  
make both money and  
friends for the dealer.



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KOKOMO  
RUBBER  
COMPANY

KOKOMO, IND.

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**"The only Spark  
Plug for Perfect  
Ignition is the**

**SPLITDORF"**

says Squier of the winning Thor team.

# SPLITDORF MOTORCYCLE PLUGS

used by the Thor team which won the Chicago Examiner Trophy in the F. A. M. Western District Endurance Run

Chicago, Oct. 24, 1910.

MR. C. F. SPLITDORF, New York

Dear Sir—As one of the winning team in the Elimination Contest and Western District F. A. M. Endurance Run of 2,400 miles, I want to say that my Thor IV was equipped with a SPLITDORF Spark Plug.

I am more than pleased to say that I did not even have to remove the Spark Plug once, and covered the entire 2400 miles without the least Ignition trouble.

Having used the SPLITDORF Plug for many years, in various contests, I can say it proves to be the only Spark Plug for Perfect Ignition.

Yours very truly,  
GEO. H. SQUIER.

Chicago, Oct. 24, 1910.

MR. C. F. SPLITDORF, New York

Dear Sir—A private rider as a buyer should appreciate the individual tests displayed in the 2400 mile Examiner Trophy run.

To be the winners of this record breaking run the SPLITDORF Ignition equipment as used by the undefeated Thor team is entitled to the most hearty consideration, inasmuch as Ignition troubles were not known to myself and fellow team mates.

Yours respectfully,  
S. NICHOLSON.

**C. F. SPLITDORF,** **Walton Avenue and** **New York**  
**138th Street**  
**BRANCH—1679 Broadway**

Chicago: 319 Michigan Ave.  
San Francisco: 520 Van Ness Ave.

Detroit, 868 Woodward Ave.

Boston: Motor Mart.  
Los Angeles: 1226 S. Olive St.



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.



Minneapolis, Minn., Oct. 7, 1910.

THE WHITNEY MFG. CO.,  
Hartford, Conn.

Gentlemen:—We are pleased to inform you that A. H. Helgeson has completed his trip from Los Angeles to New York by way of Spokane, having covered over 7,000 miles on one set of "Whitney" Chains. He has never had a broken chain and has not even exchanged drive chain for pedal chain.

Yours very truly,  
MINNEAPOLIS MOTORCYCLE CO.



"Whitney" Chains  
Are built with pains

for

MOTORCYCLES, BICYCLES, AUTOMOBILES, TRUCKS, MACHINERY, ETC.



Denver, Col., Oct. 26, 1910.

WHITNEY MFG. CO.,  
Hartford, Conn.

Gentlemen:—I am very much pleased to say that during my trip from Jackson, Mich., to Denver, Col., 1,540 miles in twenty-three days, I did not have any chain trouble and was able to make good time by using one of your chains, which made riding a pleasure.

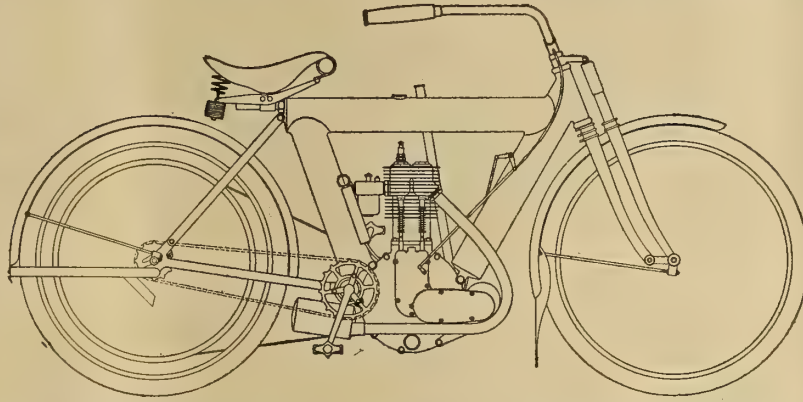
PERCY L. FISON.

THE WHITNEY MFG. COMPANY, Hartford, Conn.



# PIERCE

More Than  
Usual  
Power



No Noise  
or  
Vibration

## Pierce 1911 Models Now Ready for Delivery

### THE NEW SINGLE CYLINDER MODEL

is undoubtedly the leader in the class of medium-priced single cylinder machines. It has more than the average power, less than the average vibration and noise and is remarkable for its endurance under severe road-riding tests. Piece by piece is made right and nowhere can be found greater superiority in the whole.

### THE FOUR CYLINDER,

we scarcely need to point out, is the world's leading motorcycle. The rider who wants the best will always buy the Pierce Four. There is no motorcycle which approaches it in smooth running qualities, in hill climbing qualities, and road touring capability. This machine is built for the severest kind of usage. It will give service and satisfaction everywhere and under all conditions.

Our 1911 motorcycle catalog is ready for distribution. Every man who is seeking motorcycle information should ask for our motorcycle catalog "A".

## PIERCE BICYCLES

You know them for they are known wherever civilization exists. Men of every race and country acknowledge the superiority of Pierce Bicycles and through them the name Pierce first became famous. We challenge any maker to produce as fast or as strong a bicycle as we build.

The combined agency of Pierce bicycles and motorcycles should be sought by every progressive dealer. If you can't take both agencies, take one. Write for our proposition, "The Agency That Pays."

**THE PIERCE CYCLE COMPANY, Buffalo, N. Y.**

Pacific Coast Branch, Oakland, Cal.





A. H. CROCKER



G. H. SQUIER



S. W. NICHOLSON



FRED JUERGENS



CHICAGO EXAMINER TROPHY



C. A. LEANDER

Each one of these five happy *Thor* riders rode his *Thor* IV over 2,400 miles in the F. A. M. Western District Endurance Contest and eliminated every other factory team, winning the biggest motorcycle endurance contest in motorcycle history and were awarded the Examiner Trophy for having an absolute perfect score. Think of it, 2,400 miles on schedule time without being penalized one point.

These *Thor* riders also won the only perfect scores in the F. A. M. National Endurance Contest.

The *Thor* IV was the only single to finish the Indianapolis Endurance Contest.

**Also, We Are Now Delivering 1911 Models  
YOU HAD BETTER ORDER YOURS NOW**

**AURORA AUTOMATIC MACHINERY CO., Thor Building, Chicago, Ill.**

DISTRIBUTORS

A. FREED, San Francisco, Cal.  
J. S. LENG & SONS CO., New York, N. Y.  
MOTORCYCLE SPECIALTY CO., Boston, Mass.



GUS HABICH, Indianapolis, Ind.  
ARMSTRONG & OSBORN, Denver, Col.  
McGRAW BROS. CO., Jacksonville, Fla.



# RAMBLER BICYCLES

## Are High Grade Bicycles



ARE YOU getting your share of HIGH GRADE business? Have YOU found a strongly increased demand for such machines since the great uplift in the bicycle business? POPE DEALERS can answer YES to both questions. The business they are doing NOW and the prospective business in sight is GREAT.

A bicycle to which is affixed the Rambler Nameplate and the Pope Trademark is at once a machine of distinctive appearance and high quality. The Rambler outside reinforcements, claw crank and spider, hollow fork crown and other exclusive construction cannot be imitated in a cheap bicycle. The Pope Trademark is a seal of quality, a guarantee of fine workmanship.

The 1911 Rambler Catalog now on the press. Send for advance copy with dealers' proposition.



**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**

# Pennsylvania

## BICYCLE TIRES

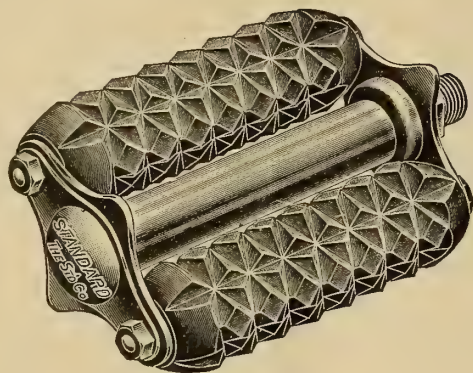
== For 1911 ==

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

## Saddle Sales

There is nothing in the selling proposition so simple or so satisfactory if the Saddle you offer is a BROOKS.

There's a reason for this—it exists in the fact that, for over a quarter of a century, we have maintained a standard which others have aspired to, but never yet attained.

Remember that, and also that the

## BROOKS—

**the original and only  
genuine compound  
spring saddle—**

will bring you sure sales and surer satisfaction.

In this Saddle is embodied that unique feature which entirely vanquishes vibration—the BROOKS Compound Springs—and only in the BROOKS can those springs, as we make them, be obtained.

Remember also, that **BROOKS** means BEST, and no matter whether you are selling the Saddle only, or the Bicycle (Cycle or Motorcycle) with the Saddle as part of its equipment, the name of BROOKS will prove an invaluable aid in the process.

Note that we are exhibiting at the Olympia Cycle and Motorcycle Show, London (November 21-26), STAND 200 GALLERY.

**J. B. BROOKS & CO., LTD.**  
**73 Criterion Wks., Birmingham, Eng.**

Sole Agents for Motor Saddles—The Hendee Manufacturing Co., Springfield, Mass.

Sole Agents for Cycle Saddles—Brown Bros., Ltd., 22-34 Gt. Eastern St., London, E. C.



The Brooks  
Motorcycle Saddle—B104.





# Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for \$8.00, and the two cylinder, five lead Pittsfield Coil sells for \$9.00.

**Pittsfield Spark Coil Co.**

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.



## It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And this makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "re-claimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **GOODYEAR PATHFINDER**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide

has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer sore, no matter how little he paid for it. He forgets that.

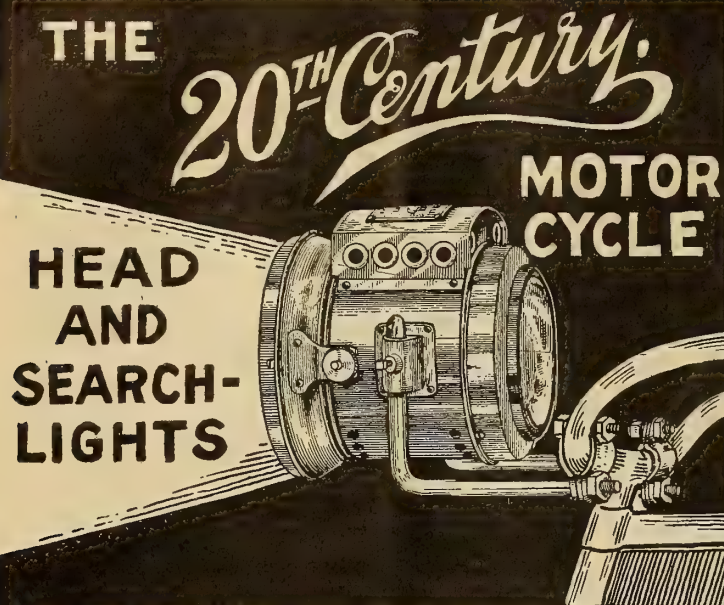
But dealers in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

**The Goodyear Tire and Rubber Company**  
Moal Street, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.





**T**HE STANDARD MOTORCYCLE LAMP of the World is now being made in this big new factory in Newark, N. J., because it requires such a factory to supply the demand.



Hundreds of thousands of 20th Century Lamps have been sold; and hundreds of thousands of 20th Century Lamps will be sold, because they are known as the standard article wherever motorcycles and bicycles are found.

20th Century Lamps are on sale by dealers and jobbers everywhere. Electrotypes for 1911 catalogues are now ready.

*20th Century Mfg Co*

420-422 Ogden St., NEWARK, N. J.

"That the half-inch pitch roller chain, which is in universal use abroad, deserves more consideration from American bicycle manufacturers than it has received, we are more than ever convinced. It almost is a revelation in respect to its silence and smoothness. That it represents an improved means of power transmission appears to be a fair statement, and anything of that nature should command notice." — *The Bicycling World*.

**That** as Manufacturers of the



## Half-Inch Pitch Roller Chain Is Our Appeal to You

The RENOLD is the chain which has been responsible for the popularity abroad of the half-inch pitch roller type. In Great Britain it is a STANDARD with over 30 leading cycle makers, including:

Centaur, Enfield, Humber, James, Raleigh, Rover, Singer, Sunbeam, and Triumph.

The example of these famous firms is worthy of emulation by any American manufacturer. It is at least important that both the American cyclist and manufacturer should know of the STANDARD in use where roller chains have been most thoroughly tested.

Send for samples, trade prices, etc., to Sole Agents for U. S. A.

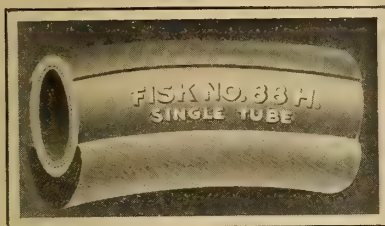
**BROWN BROS., Limited**  
22-34 Great Eastern St., London, E. C., England



# FISK *Quality* BICYCLE TIRES

**Are Made in More Than a Dozen Styles and Grades—Single Tube and Clincher**

**E**VERY tire in the line represents the highest quality material and the greatest wear-resistance that can be given for the money. The Fisk 88H is the finest tire that can be built; the Victor is the low-priced Fisk road tire. Whether you buy one or the other you get a dollar's worth in return for each dollar invested.



FISK TIRES are chosen as equipment by practically all manufacturers of representative bicycles; therefore, they are the easiest tires for dealers to sell.



*Write for illustrated booklet and prices of Fisk Bicycle Tires.*

## THE FISK RUBBER COMPANY

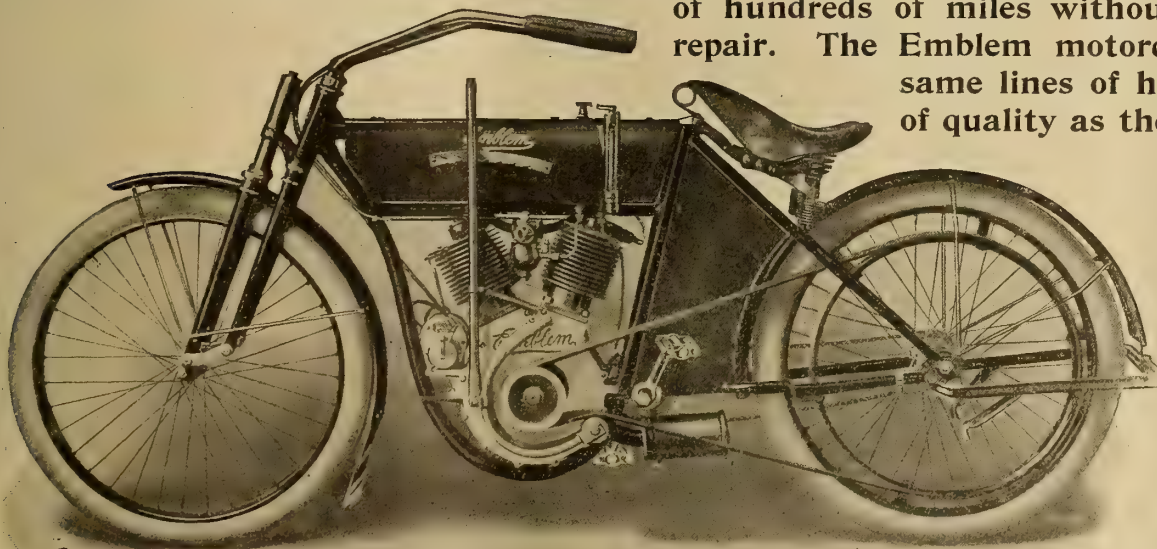
Department E

*Branches in Twenty Cities*

Chicopee Falls, Mass.

## Perfect Scores in F.A.M. Western Endurance Run

were earned by the Emblem motorcycles. This is a natural sequence. It was an everyday performance for an Emblem. Hundreds of riders, everywhere, are riding Emblems tens of hundreds of miles without an adjustment or repair. The Emblem motorcycle is built on the same lines of honesty and generosity of quality as the Emblem bicycle and both are leaders.



## EMBLEM Motorcycles

Here are a few features: Full length triangular reinforced frame; ball bearing engine; large valves; interchangeable ignition system; copper tanks; horizontal saddle post—these are only part of Emblem attractiveness.

## EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South.

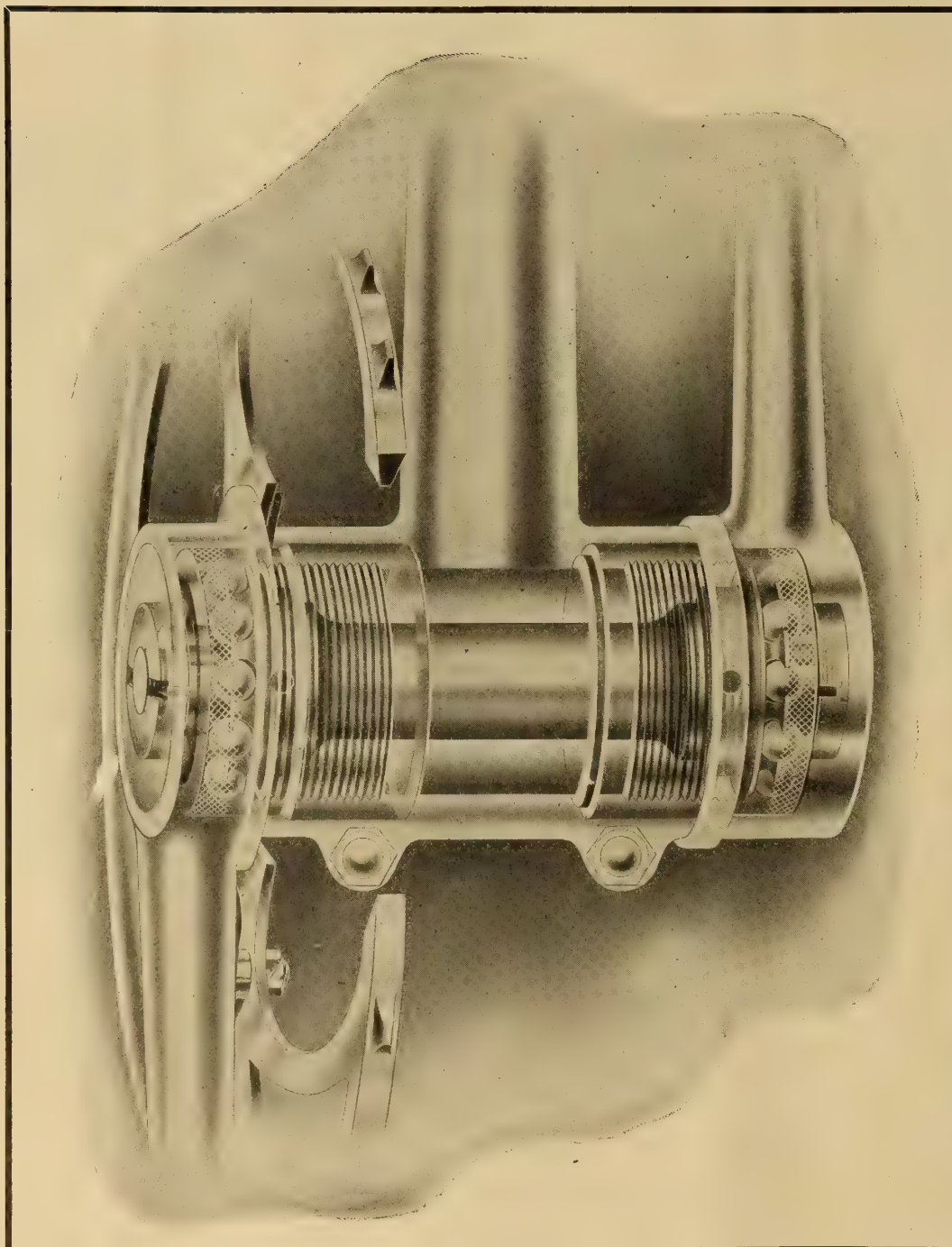


"IT'S ALL IN THE CRANK HANGER"

THE  
*Racycle*

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CRANK HANGER—1911

THE MIAMI CYCLE & MFG. COMPANY, Middletown, Ohio, U. S. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, November 12, 1910.

No. 8

## BANGKOK A GOOD BICYCLE MART

Many Machines Being Used in Siam's Capital—Demand for Foreign Machines—Sales Increase Yearly.

Bicycles provide one of the most popular means of locomotion in Bangkok, according to Consul-General G. Cornell Tarler, who is stationed in the Siam capital. The city covers a large area, the public offices are far from the residential portion of the town, and the roads are excellent. These conditions have brought about quite a demand for foreign machines, of which there were 708 imported during the fiscal year ending with March 31, 1910. This is an increase of 240 over the previous fiscal year. The machines averaged \$26 apiece, making a total of \$18,613.

"Machines may be bought locally from \$15 upwards," says Tarler, "the English makes ranging from about \$30 to \$75. Parts of bicycles were imported during the past fiscal year amounting to \$2,940. Of all the bicycles imported during the past year, 587 are credited to the United Kingdom, 34 to Denmark, 33 to Germany, 31 to Singapore, 16 to Belgium, three to France, one to Italy, and three to the United States, according to the official figures."

### Fire Destroys Hartford Tire Branch.

Fire on Thursday night last, 3d inst., totally destroyed the Hartford Rubber Works Co.'s Philadelphia branch at 1425 Vine street, the large stock of automobile, bicycle and motorcycle tires being entirely ruined; the total loss was about \$75,000. Within 24 hours, however, the Hartford company secured a temporary location at the southwest corner of Juniper and Cherry streets, where with an entirely new stock

of Hartford tires and sundries of all kinds business is going on as if nothing had happened.

### Buffum Takes New Merkels West.

Taking with him sample 1911 Merkel motorcycles, Edward Buffum, sales manager of the Merkel-Light Motor Co., Pottstown, Pa., is making his way to the Pacific Coast, to show the new models to western agents and to close additional agencies. The factory is well started on its 1911 production, and promises adequate deliveries of machines to the agents much earlier than ever before.

### Henderson Takes 20th Century Sales.

J. Elliott Henderson has been appointed general traveling sales representative of the 20th Century Mfg. Co., of Newark, N. J., with which concern he has been associated for ten years. He is at present on a western trip, visiting the jobbers and dealers in connection with the sale of 20th Century cycle and motorcycle lamps and generators for the coming year.

### Leacock Wants Its Name Right.

The R. J. Leacock Sporting Goods Co., of St. Louis, Mo., has entered a mild protest to the National Association of Bicycle Jobbers against being entered on the official list of jobbers as the R. J. Leacock Supply Co. The latter name was used through error instead of the company's correct name.

### Prest-O-Lite Getting More Room.

The Prest-O-Lite Co., of Indianapolis, Ind., is building a \$16,000 office building at 229-235 East South street. The present offices of the company will become a part of the mechanical department of the factory as soon as the new office building is completed.

## WILL EXHIBIT AT CHICAGO SHOW

Motorcycle Manufacturers Accept Offer of Space During Second Week—Fretz Closes with Miles.

Chicago is to have a "motorcycle section" during the second week of its big automobile show, as E. S. Fretz, president of the Motorcycle Manufacturers Association, acting for the association, has accepted the offer of the show management regarding space. Following a meeting of the association in Buffalo last month, George M. Hendee, as a committee of one, conferred with S. A. Miles, manager of the Chicago show, with a view to finding out what the latter could offer. Manager Miles made a proposition to give the motorcycle manufacturers 3,500 square feet of space on the first floor of the Coliseum annex during the second week of the show, February 6 to 11, when the commercial vehicles are on exhibition. This offer was forwarded to the president of the Motorcycle Manufacturers Association with the recommendation by Hendee that it be accepted. President Fretz has given his approval.

Applications for space in the motorcycle section are to be filed by the intending exhibitors with S. A. Miles, at the office of the National Association of Automobile Manufacturers, 7 East 42d street, New York City, before November 15, the applications being made by the separate companies individually. The allotment of space will be shortly after that date. The action of the motorcycle manufacturers in agreeing to participate in a motorcycle section in the automobile show has caused the abandonment for the present of the project for an independent and exclusively motorcycle show.



### Gasoline Ride for Hendee Exhibit.

Emergency methods saved 12 sample models of 1911 Indian motorcycles from being conspicuously absent at the forthcoming Olympia motorcycle show in London, England, as their presence at the show was seriously threatened for a time by the express drivers' strike prevailing in New York City. After the machines had been crated at the Hendee Mfg. Co.'s factory in Springfield, Mass., to be put aboard the boat for England they probably would have lain in the receiving station for weeks and might not have reached the docks until the steamer on which they were to be shipped had crossed the ocean and been back once or twice. The Hendee company at once decided to take the motorcycles to the boat themselves. A large motor truck owned by the company was loaded with the machines and with a case of parts for the Hendee branch in London, and was started over the roads for New York City, leaving Springfield at 9 o'clock at night on October 29 and reaching Manhattan at about 5 o'clock the next afternoon. The 150 miles was covered in about ten hours running time. Difficulty was found in getting a place to garage the truck and its motorcycle load until the next morning, but accommodations finally were obtained in a garage which had wide and high doors for the admittance of sight-seeing automobiles. Early next morning the shipment was safely delivered to the steamship dock in time for the outgoing boat.

### Splitdorf Plug in a New Form.

For motorcycle use a new form of Splitdorf spark plug is to be offered by C. F. Splitdorf, New York City, the plug having a white porcelain protector over the mica insulation. The ends of the outside porcelain cap or protector are finished with ornamental brass caps lapping the edges of the hexagon sides and preventing the porcelain from being broken by chance blows or in handling. The caps also add considerably to the appearance of the plug. Within the chamber or shell the mica insulation is very deep and is very short, preventing excessive heating or incandescence, which might cause pre-ignition on a high speed, high compression motor. By the use of the porcelain protector, it is claimed, the plug is made water-tight under all conditions of service.

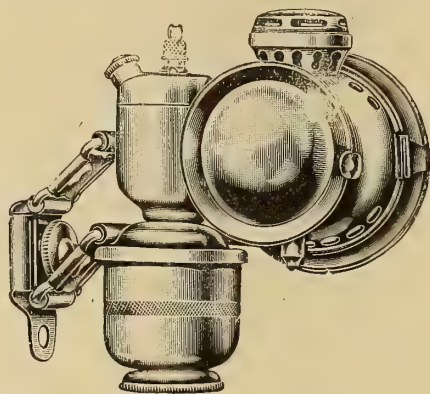
### Ready with Roller Chain Sprockets.

Answering the complaint that has been made that there is difficulty in the United States in obtaining suitable sprockets for the use of roller chains on bicycles, Brown Brothers, Ltd., 22 Great Eastern street, London, E. C., who handle the American sales of Renold chains, indicate that they can supply anyone with half-inch pitch sprockets and that no order is too small or too large for them to execute. An order for a single sprocket could be filled by mail and the sprocket would reach this

side of the water within seven days after the receipt of the order in London, while larger orders would be sent by the White Star or American line steamers sailing on Wednesday or Saturday from Southampton, with delivery in from ten to 14 days.

### Tiger Importing Cycle Lamps.

Having already developed a market for several other imported cycle accessories importations, the Tiger Cycle & Aeroplane Co., of New York City, has arranged to handle an imported bicycle lamp, styled the "Panther," which differs from the ordinary acetylene lamp in that it throws a three-inch red light directly backward in addition to the white light forward. The lamp, which is shown in the accompanying illustration, is claimed to be small, light, very compact and exceedingly easy to refill and keep clean. It is made of brass and is highly nickeled. The large red rear signal may be seen at a distance of half a



mile, and is regarded as an important safety device for night riding where motor cars are likely to overtake the cyclist. The lamp is sold with a suitable bracket and an air-tight cup for the carrying of a spare charge of carbide in the pocket or the tool bag. The complete outfit retails for \$2.25, and the company has provided an ample stock of parts in case replacements of any kind are needed.

### Express Deliveries Stop in New York.

Many delays in express shipments going in and out of New York City and its vicinity have been brought about by an express drivers' strike in the Metropolis and on the New Jersey side of the Hudson river. The recommendation is made that for prompt delivery in the Metropolitan district, small packages be sent by mail instead of by express.

### Death of Cycle Bell Manufacturer.

Vine Barton Starr, secretary of the Starr Brothers Bell Co., East Hampton, Conn., died at the Hartford hospital, Hartford, Conn., on Saturday, 5th inst. He had been at the hospital for two months following an operation for appendicitis. He rallied from the operation, but later pneumonia developed. Mr. Starr was 58 years old, East Hampton being his birthplace.

### Pope 1911 Cycle Line is Described.

Disclosing no less than 14 models of bicycles at from \$100 to \$22.50, the 1911 catalog of the Pope Mfg. Co., Hartford, Conn., in its 32 pages and colored cover, is an impressive piece of cycle trade printed matter, and well indicates the vigor and enterprise with which continued improvements are being made in bicycle construction. Columbia, Hartford, Fay juvenile and Pope "daily service" bicycles are described in detail, with excellent half-tone illustrations, while the first part of the publication is given over to well written commentaries on the bicycle for recreation and health, the bicycle for practical purposes, a review of Columbia bicycle racing successes, the selection and testing of materials, and to descriptions and illustrations of individual features of the Pope line, such as the Pope leaf-spring fork, Columbia crank hanger mechanism, the Columbia chainless drive and two-speed gear, the Pope pedal, steering head and frame reinforcements and other elements of the construction. Views of both the inside and the outside of the factory where the bicycles are made also are given.

### Jobbers Meeting Officially Called.

Official call for the January meeting of the National Association of Bicycle Jobbers has been issued. As previously announced, the meeting will be held at the Hotel Astor, New York City, on January 12, during the time of the New York automobile show. The Cycle Parts and Accessories Association is to hold its meeting on the same day.

### Stadelman to Visit Tire Dealers.

G. M. Stadelman, secretary of the Goodyear Tire & Rubber Co., Akron, O., is returning from a vacation trip in the wilds of northern Canada. On the homeward journey he will visit the Goodyear agencies on the Pacific Coast and at various other points in the West.

### Tucker Adopts a Rim Slogan.

The Tucker Wood Works Co., of Sidney, O., has adopted a new slogan in connection with its cycle rims. After 19 years of successful rim production the company feels that with all modesty it may give repetition to the phrase: "Tucker rims—Have qualified."

### Addition to Tiger Cycle Title.

The Tiger Cycle Works Co., New York City, of which H. A. Glieman is the proprietor, has expanded its name. Hereafter it will be known as the Tiger Cycle & Aeroplane Co., the new name having been registered according to law.

### Will Open in Clio Next Spring.

J. W. McCall, of Clio, S. C., is to start a cycle and repair shop in that town. He is preparing to open for business in the spring.



## FREE ENGINE FOR EVERY INDIAN

New Clutch Incorporated in Hendee's Offerings—Eleven Models—Two-Speed Improved—Other Changes.

Eleven models, each equipped with a new and ingenious free engine clutch, and nine of them having chain drive, are comprised in the line of Indian motorcycles that the Hendee Mfg. Co., of Springfield, Mass., has prepared for 1911. Two of the models, in addition to having the free engine clutch, are fitted with the new Indian constant mesh two-speed, and the undergeared belt driven models which in 1910 appeared in the Indian catalog have been replaced by flat belt machines with large rear pulley and small engine pulley, and using a free engine clutch in the forward pulley instead of the idler commonly employed with flat belt. The line includes machines of  $2\frac{3}{4}$ , 4, 5 and 7 horsepower, the latter two being twin cylinder, and the price range is from \$200 for the single cylinder  $3\frac{3}{4}$  horsepower machine with battery ignition to \$350 for the 7 horsepower with magneto ignition and two-speed device. The belt drive is supplied only in the 4 horsepower type, in addition to the standard chain drive.

Although both a free engine clutch and a two-speed device have been shown by the Hendee company during the past year to a very limited extent, the free engine clutch which appears in all the 1911 models is quite different from the type heretofore made public, and instead of being limited to use in connection with a two-speed device, it is an independent feature that is embodied in each machine irrespective of whether or not a two-speed is used. The two-speed, too, differs from that which has appeared on a limited few of the Indian machines in the past.

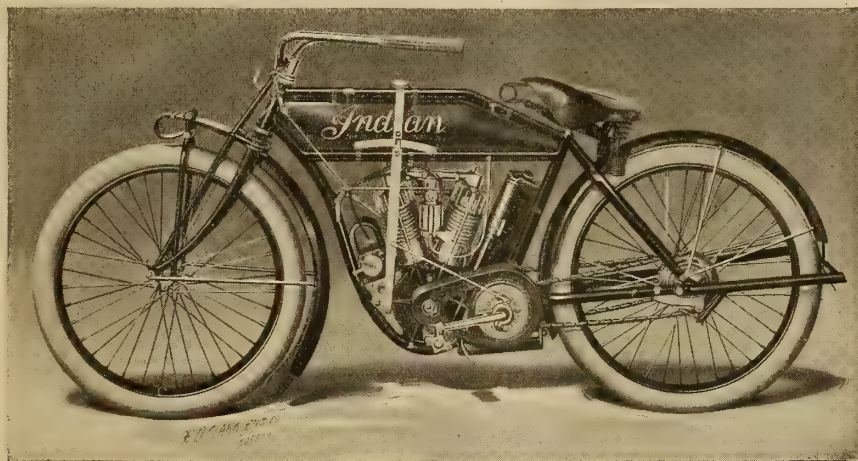
In equipping all of its models with the free engine clutch, the Hendee company has taken a radical step that is certain to create a trade sensation, although the ultimate incorporation of this feature has been so inevitable and has been so much urged, that it has only been because of the company's caution in waiting until it had a device that with certainty would meet the requirements, that the free engine clutch has not appeared before. Many previous attempts to produce such a device have shown defects in design and durability, but the new Indian clutch is the result of three years study and experiment, backed by the resources of the Indian factory. The device has been tested out by many months of the hardest kind of work under widely varying conditions, not only in motorcycles, but in tri-car service.

For the clutch it is claimed that it gives the rider the greatest possible control range under every possible condition. In

the traffic of a city street the machine may be made to crawl along as slowly as its rider can balance it, or the machine may be stopped and started again without stopping the motor. On rough roads, in sand and on hills the speed may be checked as necessary, and by a skilful slipping of the clutch the motor may be caused to run at its most effective speed while steadily pulling the machine over the difficult road. In many respects the clutch is designed to act as a change speed gear, for so wide is its scope of action and so sensitive is it in operation, that an infinite range of speeds may be obtained, from

motorcycle and the necessary limitation in size.

The device contains four metal friction surfaces working against four friction rings of Raybestos, the latter being a non-burnable friction material. The friction discs are held in adjustable contact by compressed coil springs, and the release is operated by the lever conveniently placed for the rider's left hand. The lever operates a coarse-threaded screw that opens the clutch against the compression of the springs. The lever moves smoothly backward or forward, and remains fixed wherever placed. When the clutch is released the



INDIAN 5 HORSEPOWER TWIN WITH FREE ENGINE

the highest to the lowest at which the machine will balance, or from a solid locking of the clutch to a complete release, with all the intermediate degrees of slippage.

The new clutch takes the place of and occupies the same location as the old Indian compensating or slip sprocket. It is controlled by a hand lever at the left side

sprocket ring rides free on the roller bearings, and as the inner circumference of the ring, which bears on the rollers, is faced with a hard steel wire sprung into a groove in its edge, there is little wear at this point, and, when necessary, the wire may be replaced at trifling expense.

The two-speed gear, which is applicable only to the 4 horsepower chain drive models and to the 7 horsepower twin, is of the constant mesh type and consists chiefly of four gears mounted on two parallel shafts, the two sets of engaged gears being at the respective ends of the shafts, and the whole enclosed in a small, aluminum, oil-tight box. A dog clutch on the main shaft slides into engagement with either set of gears, or in the middle position affords a free engine, quite aside from the free engine clutch. The lay shaft and its two gears are all one piece. On the direct drive or "high gear" the lay shaft runs idle, but when the low gear is desired the power is transmitted through the lay shaft gearing. The dog governing the operation of the gears is manipulated by a lever on the top bar of the motorcycle frame. The new disc supersedes the cork insert plate clutch which first was employed in conjunction with the two-speed.

Wide mud guards with metal side flaps on the front guard are used on the new models, and a number of minor detail improvements and refinements appear, although the essential Indian characteristics



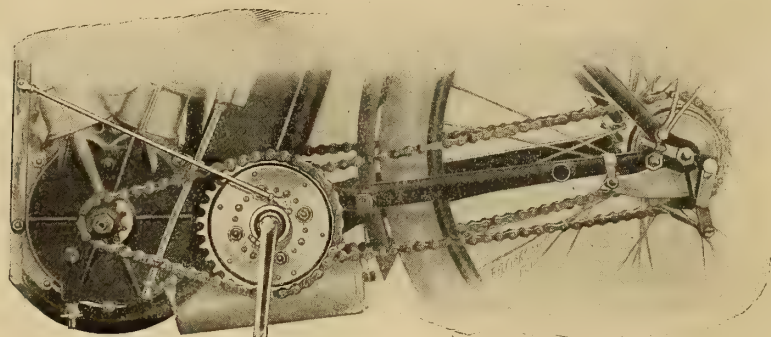
SECTION OF INDIAN DISC CLUTCH

of the top bar, and it holds to any position in which it may be set without the aid of any stop or lock. In general principles it follows the disc construction employed in the multiple disc clutches of motor cars, but in detail it is quite different, being especially adapted to the requirements of the



of engine, cradle, leaf spring fork, and simple grip control through universal joints and bell crank rod connections, are retained. The inlet valves of the engine are operated by overhead tappets as in the past. A short wheel base of 53 inches is given in the 4 horsepower and the 7 horsepower models, corresponding with the other models, except in the case of the two-speed machines, which have a wheel base of 55 inches.

Not the least of the new features is a thoroughly revised coaster brake, having a large friction drum and a "V" groove into which the friction fabric compresses, instead of the flat face and band. The fabric is carried on a heavy tool steel band which



CLUTCH AND CONTROL, AS APPLIED TO TWIN INDIAN

is its own release spring, throwing out of engagement immediately on release. The releasing spring heretofore used, and which gave considerable trouble, has been done away with entirely. The brake end and arm are now a heavy forging, and the turnbuckle adjusting device has been eliminated. In every respect the brake mechanism has been simplified, strengthened and improved.

To accompany the new rear hub and brake, a new front hub with knockout axle is provided, of the straight barrel type and larger than heretofore. The hub accommodates  $\frac{3}{8}$  inch balls, which are stronger and easier running than those formerly used. In addition to improved cones, the hub has efficient ball retainers and the ends of the hub are fitted with protection caps that exclude mud, moisture or dust. The spring forks have been strengthened by increasing the size of the parts forming the joints.

To improve the distribution of the oil, the Indian twins are fitted with a by-pass in the oil line from the automatic oil pump to the cam case and crank case, so that any desired proportion of the oil flow may be diverted through a small pipe lead to an oil inlet in the rear wall of the forward cylinder, giving the forward cylinder a piston lubrication additional to that obtained from the crank case.

The full line of Indian models and their respective prices is as follows:

Single cylinder,  $2\frac{3}{4}$  horsepower, 19.30 cubic inches displacement, battery ignition, \$200; single cylinder,  $2\frac{3}{4}$  horsepower, 19.30 cubic inches displacement, magneto igni-

tion, \$225; single cylinder, 4 horsepower, 30.46 cubic inches, chain drive, battery ignition, \$225; single cylinder, 4 horsepower, 30.46 cubic inches, chain drive, magneto ignition, \$250; single cylinder, 4 horsepower, 30.46 cubic inches, belt drive, battery ignition, \$225; single cylinder, 4 horsepower, 30.46 cubic inches, belt drive, magneto ignition, \$250; two cylinder, 5 horsepower, 38.61 cubic inches, magneto ignition, \$275; two cylinder, 7 horsepower, 60.92 cubic inches, magneto ignition, \$300. In addition to these eight models, the two-speed gear is supplied at \$50 extra only on the 4 horsepower chain drive models and on the 7 horsepower twin, making three additional models as follows: Single cylinder, 4

horsepower, 30.46 cubic inches, chain drive, two-speed, battery ignition, \$275; single cylinder, 4 horsepower, 30.46 cubic inches, chain drive, two-speed, magneto ignition, \$300; two cylinder, 7 horsepower, chain drive, two-speed, magneto ignition, \$350. Mesinger saddles are the regular equipment for all models, but the imported Brooks saddles are given as an option at \$2 extra.

Not only is the Hendee company prepared for 1911 with new models, but it also has an enlarged factory, which will permit it to build the 10,000 machines scheduled as its production figure for the coming year, with an ultimate capacity of 20,000 machines per year without further additions

to the factory space. The plant, which stands on a triangle, has been practically doubled this fall by the building of an addition which almost duplicates the older part, joining with the latter at a "V" point and extending a whole block back to the railroad tracks which bound the rear side of the triangular plot. The new building is 264 feet long and 43 feet wide, with five stories and a cellar, while the older building, which runs along the opposite long side of the triangle, is 264 x 53 feet, with four stories and a partial loft. If the factory floors were strung out end-to-end one story high, they would extend considerably over half a mile. An immense office, laid out in plots or "yards" for the different departments but all open and intercommunicating despite the division railings, is one of the features of the combined buildings, at the point where they join.

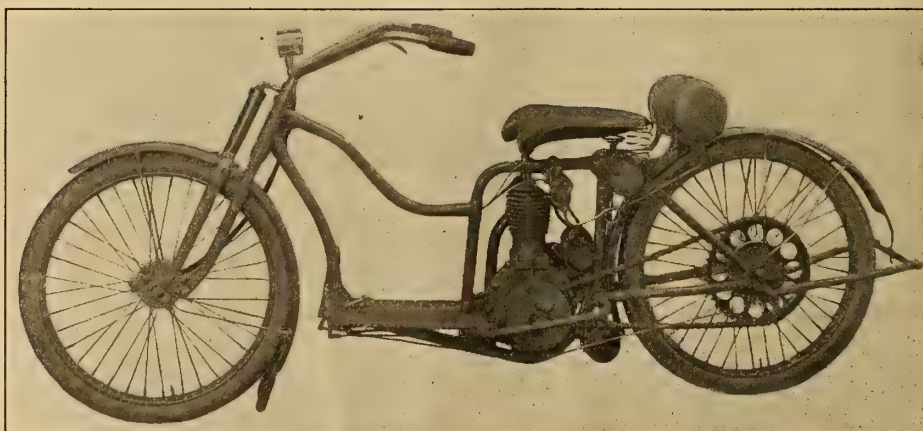
#### Kicherer Sails for New N. S. U. Models.

Two new models are to be added to the N. S. U. line of motorcycles for 1911, and Eugene C. Kicherer, manager of the N. S. U. Motor Co., New York City, sails on Tuesday, 15th inst., to visit the factory in Germany and bring over the new machines. He will return about Christmas, and will visit the N. S. U. branch in London while he is on the other side. The specifications of the new models have not as yet been revealed, but it is understood that the newcomers will be a  $3\frac{1}{2}$  horsepower twin and a  $2\frac{1}{2}$  horsepower single. Simplified control is promised and the machines will be fitted with the new Bosch ball bearing magneto, which is designed to afford easy starting. New spring forks, which have been tried out for over a year on the 4 horsepower model, will be used.

#### Burglars Visit Wichita Dealers.

The bicycle and sporting goods house of the Pinaire Bicycle Co., 917 East Douglas street, Wichita, Kan., was broken into by burglars on the night of the 1st inst. Goods to the value of about \$200 were taken.

#### NEW ERA'S RADICAL 1911 OFFERING



In addition to the features obvious in the illustration, the machine, made by the New Era Auto-Cycle Co., Dayton, O., has two-speed gear and free engine.



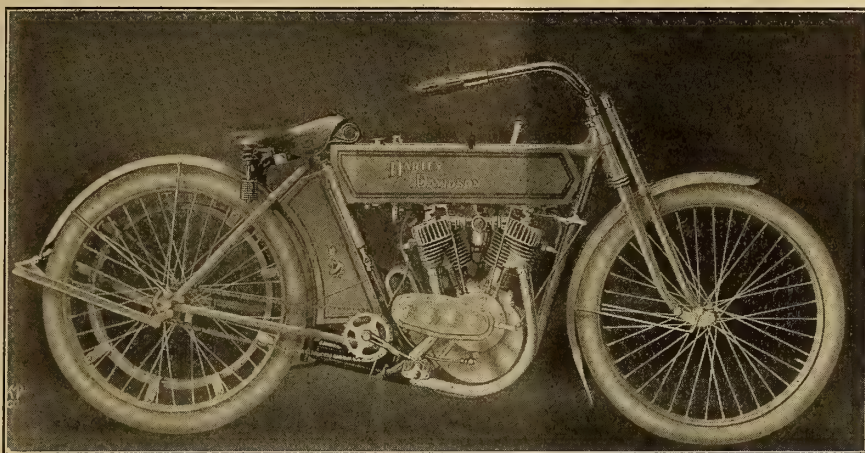
**CHANGES IN HARLEY-DAVIDSON**

**Five Models in the Line—Mechanical Inlets for Twin—Improvements in Engines and Frame Design.**

Many detail changes mark the Harley-Davidson motorcycles for the coming year, although the Harley-Davidson Motor Co., of Milwaukee, Wis., has found no cause to depart from the general features of design which have been characteristic of the machines in the past. Flat belt drive again obtains, the tension on the  $1\frac{3}{4}$  inch belt being controlled by a lever operated idler, so that the engine pulley may be permitted to slip to any desired degree, even to the point of affording what amounts to a free engine. Five models are disclosed, including the four horsepower single, with battery or magneto ignition, and 28 inch or 26 inch wheels, and the  $6\frac{1}{2}$  horsepower

it is well protected, as has been the practice on the single cylinder machines.

vacuum feed oiling is continued, with provision for the prevention of over-lubrica-



HARLEY-DAVIDSON TWIN—MAGNETO BACK OF ENGINE

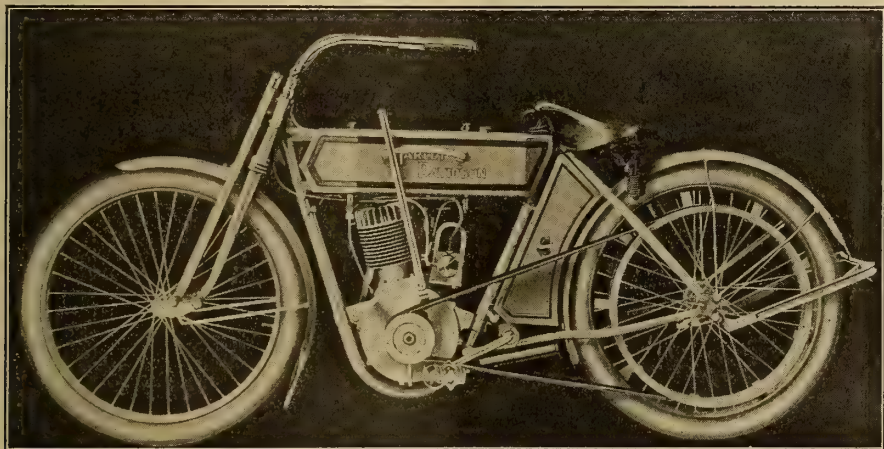
Chrome nickel steel and vanadium steel have supplanted ordinary carbon steel throughout, and the frame has been low-

tion and for increased lubrication for racing or other special purposes. The lines of the frame and tanks have been beautified, and a heavy gray stripe on the tanks and tool box adds greatly to the appearance.

For the coming year the company proposes an output of 8,000 machines, but is providing for an increase to 12,000 if necessary. To this end it is commencing the construction of an addition that will give a total of 128,000 square feet of floor space, devoted exclusively to motorcycle manufacture. The addition will be of reinforced concrete and brick, five stories high and basement.

#### Brooks Declares a Dividend.

J. B. Brooks & Co., Ltd., of Birmingham, England, saddle manufacturers, have declared a final dividend on the preferred shares, for the half year ending August 31, at the rate of 5 per cent. per annum, less income tax. The directors also have placed \$25,000 to reserve account and have recommended a dividend at the rate of 11 per cent. per annum on the common shares,



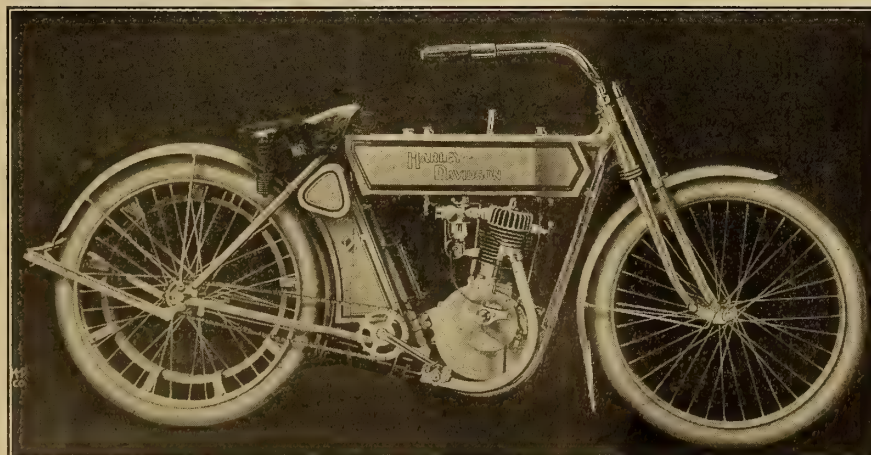
MAGNETO EQUIPPED SINGLE CYLINDER MODEL

magneto twin, with 28 inch wheels only. The battery single cylinder lists at \$225 and the magneto at \$250, while the twin is \$300.

Webbed construction is used at the frame head of the new models and a change also is revealed in the engine of all models, where the head flanges of the one-piece cylinder and head now are vertical instead of horizontal as heretofore, giving a 17 per cent. increase of radiating surface. The exhaust valve pocket also is swelled for better heat radiation. Bore and stroke remain the same, the single being  $3\frac{1}{2}$  x  $3\frac{1}{2}$  and the twin  $3\frac{1}{8}$  x  $3\frac{1}{2}$ .

In the twin a Harley-Davidson innovation is introduced, in that mechanical inlet valves are employed, whereas the company in the past has used automatics. The peculiarities of twin engines are such, however, that mechanical valves are deemed best for the twin, while automatic construction is retained as being the most suitable for the single cylinder engines. A further change in the twin consists of placing the magneto back of the engine, where

ered, without decreasing the road clearance. The crank hanger has been placed a little further forward. All models are



SINGLE CYLINDER WITH BATTERY IGNITION

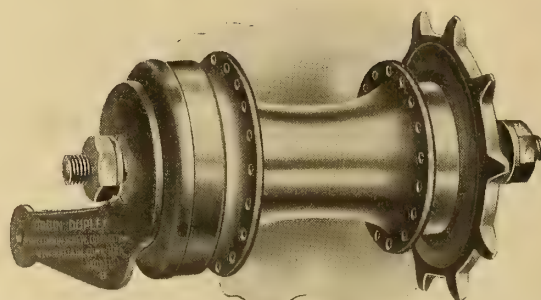
equipped with a new belt shield, which protects both the transmission and the rider from mud and water. Semi-automatic,

less income tax, or about 8 per cent. net. Last year the dividend rate on the common stock was 6 per cent.

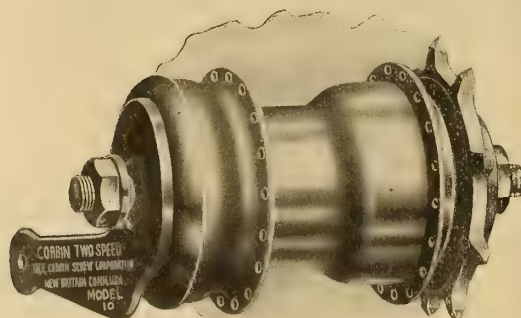


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supplied in standard or narrow width; also a special  
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Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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NEW YORK, NOVEMBER 12, 1910.

"Enclosed find my subscription to the Bicycling World and Motorcycle Review. This paper is too valuable to give up after one has come in contact with it. It has been very useful to me and I cannot do without it."—F. C. Honert, Chicago, Ill.

## Trouble Contests for Winter Fun.

In the infantile days of a motorcycle club, when enthusiasm is running strong, it is easy to secure a large attendance at meetings, but as time goes on the monotony of the order of business commences to pall on many members who are not keen for parliamentary proceedings anyway. Unless some spice or variety in the way of special attraction is introduced the attendance is very likely to dwindle to a faithful few. There are many ways to keep up interest in the meetings, among them providing entertainment, "feeds," "talks," and the like. It has remained for the hustling Wyoming Motorcycle Club, of Cheyenne, to introduce trouble contests in connection with its meetings, and this has proved very successful in drawing large houses.

On each of these trouble nights a different make of machine is selected for experiment, and a member is delegated to put it out of commission. This done, any mem-

ber then is privileged to find and remedy the trouble if he can within a period of ten minutes. If at the end of this time he is unsuccessful in finding the trouble he steps aside and someone else tries his hand, this relay being continued until the trouble is located and remedied. In this way members, particularly new ones, are familiarized with the details of the various makes, so that they not only can overcome trouble in their own pasture but also are able to play the role of the Good Samaritan when they meet a stranger in distress. The innovation is highly popular with the members, and not only are the meetings well attended but the members are becoming well versed with the fine points of the various makes. Other clubs might profitably follow the example.

## Bore, Stroke and Displacement.

As piston displacement is the basis on which motorcycles are classed in most contests, it is important to be able to arrive at an exact value for the displacement of an engine. By displacement is meant the volume of space, gas or air through which the piston sweeps in each stroke, and just as any volume is obtainable by multiplying together the dimensions of the solid in question just so is piston displacement obtained by multiplying the area of the piston by the length of its travel, or the stroke. The area of any circle is obtained by multiplying the square of the diameter by the factor .7854, so that if one wishes to arrive at the piston displacement of his engine, the area figure is obtained by multiplying the diameter by itself and this product in turn by .7854. This area figure is then multiplied by the length of the stroke, which gives the displacement in cubic inches. If the figures of the engine are in millimeters the same process is followed and the result multiplied by the reduction factor of .000061, the result being in cubic inches.

To cite concrete cases, suppose the machine is rated as  $3\frac{1}{4} \times 3\frac{1}{2}$  in., it then would be necessary to multiply  $3\frac{1}{4}$  by itself, getting 10.5625, and this multiplied by .7854 would give 8.2958 square inches as the area of the piston, which multiplied by the stroke,  $3\frac{1}{2}$ , would give a displacement of 29.0353 cubic inches. If the cylinder bore and stroke dimensions were given as  $86 \times 86$  millimeters, the product of the piston area by the stroke would be 499,558.3824 cubic millimeters, which, multiplied by the reduction factor .000061, gives a displacement of 30.4731 cubic inches. The only thing to

be remembered in this computation is to get the volume, and to do this one must "square the diameter and multiply by .7854, thus obtaining the area of the piston, which in turn, when multiplied by the stroke, will give the required result."

When the daughter of one of the biggest automobile manufacturers in the country insists on having a motorcycle as a Christmas present next month, it well may be taken to indicate that the motorcycle has attractions that are not to be found in the automobile, and such an indication is provided in the request that a Wisconsin girl has made to her father, who is the head of a prominent motor car manufactory. In the same city there is another automobile manufacturer whose daughter already is possessed of a motorcycle, with which she speeds about in daring fashion, and it is more than probable that shortly after December 25 she will be joined by the girl whose Christmas wish has opened her father's eyes as to motorcycle demand.

A remarkable and fearsome ride has just been made by one of the divers connected with the United States navy, who, dressed in his regular diving suit, propelled a bicycle on the ocean floor for a distance of about a quarter of a mile, at no slow speed. His life line and air tube were uncoiled and coiled as he rode out and back from the starting point and considerable time was saved, in the inspection, over the slow walking trip usually made. At least, that is the way the story goes, according to a London "bitty" journal and a foreign cycling contemporary, in commenting on the tale, casts reflections on its authenticity. Although the incident is somewhat out of the ordinary, still it might have happened—to Baron Munchausen.

With the approach of cold weather many motorcyclists who have been using heavy oil all season find that it hardens and makes starting difficult with a cold engine. There is a quite general tendency among riders to overcome this difficulty by thinning the heavy oil with kerosene, but this should not be done, for it causes carbon to form rapidly in the engine, bringing with it a multitude of ailments. For winter running a light oil should be used, but where a mechanical lubricator is fitted it should be readjusted to the new conditions, else the engine will be flooded.



# Coming Events

## 1910 November 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November 13, New Orleans, La.—Motorcycle races at City Park track; open.

November 18, San Francisco, Cal.—Bay City Wheelmen's home trainer meet.

November 20, San Antonio, Texas—Motorcycle meet at International fair.

November 20, New York City—Motorcycle Touring Club of New York-Concourse Motorcycle Club 75 miles interclub non-stop run on Pelham Parkway course for Betts trophy.

November 24, New York City—Motorcycle Touring Club of New York's gymkhana trials on Pelham Parkway.

November 24, Long Branch, N. J.—Long Branch Cycle Club's three hours bicycle team race.

November 25, Baltimore, Md.—Racycle Bicycle Club's 12 miles road race handicap; open.

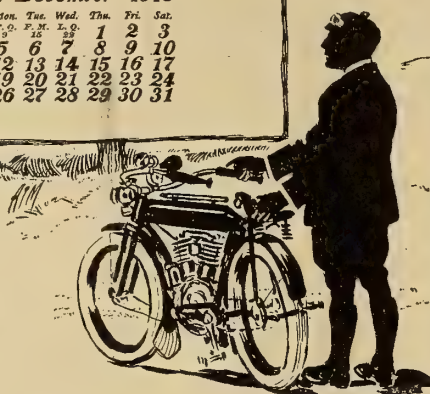
December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

### Cycle Cement for Their Friendships.

The members of the Queen Cycling Club, of Cincinnati, O., believe the bicycle to be a better cement of friendship than any other agency of a similar character. This, they say, is evidenced by the fact that while the club, which was formed by a number of young women about twenty years ago has ceased to take an active riding interest, meetings of a social character are still held and are attended by many of the original members. The pleasures and troubles incident to early cycle touring bound the members together, and on the 1st inst. they celebrated the twentieth anniversary of the start of the organization with a luncheon and theater party, which was attended by a majority of the founders.

### Elmira Has a Motorcycle Club.

A new and progressive club just has been formed at Elmira, N. Y., in the Elmira Motorcycle Club, and as all of the 23 founders are members of the F. A. M., the new club has become affiliated with the Federation. At the first meeting, held on the 1st inst., the following officers were elected: Thurber Brown, president; George H. Carrier, vice-president; Frederick S. Ellett, secretary; P. B. Rutan, treasurer; Charles Teasdale, captain; H. A. Skinner and Arthur Holly, lieutenants.



December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

### Louisvillians Give a Smoker.

The Louisville (Ky.) Motorcycle Club gave a very successful smoker at the club

rooms, 444 Fourth street, on the 27th ult. After cigars were lighted, those present enjoyed a very entertaining talk by President Hughes of the club describing a recent 2,000 miles trip through the Blue Ridge mountains, which he explored well into Georgia. The club is growing rapidly and plans to hold several entertainments during the winter.

### Club for Chicago's Biggest Suburb.

Roseland, Ill., Chicago's largest suburb, now boasts of a motorcycle club. The organization, which styles itself the Calumet Motorcycle Club, starts off with 40 charter members and has prospects of a large increase in the near future. Officers have been elected as follows: Charles Anderson, president; P. Van Wyngarden, vice-president; I. H. Denne, secretary; W. H. Hopkins, treasurer; Paul Simon, sergeant-at-arms, and William Strode, captain.

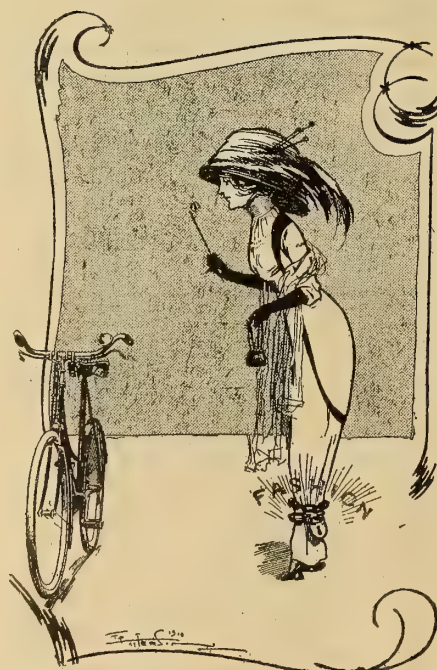
### Will Help the F. A. M.'s Sweep.

At a meeting held last week, the Broome County Motorcycle Club of Binghamton, N. Y., decided to affiliate with the F. A. M. The organization has about 25 members.

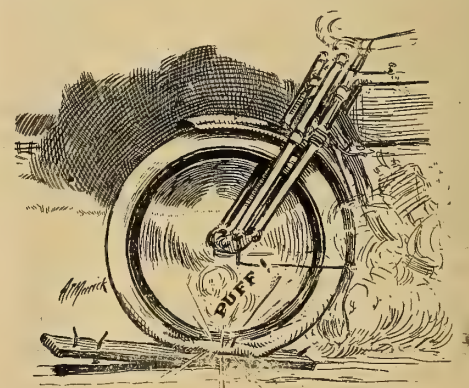
### FAMILIAR NAMES ILLUSTRATED.

Some doubt exists as to what name the picture does illustrate. It was originally labeled: "H——! D——!", the initial letters of the supposed rider's suppositious remarks being a combination suggesting Harley-Davidson. But the conjunction of these letters with the dashes and exclamation marks also created an impression or association of ideas so remote from anything relating to Harley-Davidson that

"I WOULD IF I COULD, BUT——"



—Cycling.



there seemed to be a certain impropriety about using them. Furthermore, a visitor who happened to get a glance at an advance engraver's proof of the picture, immediately declared that he could tell what name it illustrated. He was permitted to exhibit his powers, and his prompt guess was: "Pierce!"—and that, too, despite the fact that the machine in the illustration has Harley-Davidson forks. Now, why not let it go as a double-header, or leave it to everyone to take his choice? (That name Merkel is going to be a tough one.)



# None Survive Quarterly's Snow Storm

All the 20 Contestants in the New York Motorcycle Club's Trials Succumb to Sudden Weather Caprice—Event Declared No Contest, Because of Violations of Rules.

Blinding snow and bitter cold scored a clean knockout in the New York Motorcycle Club's fourth and last quarterly trial of the season on Tuesday, 8th inst. Of the 20 men who started from New York, only five reached Poughkeepsie, and not one returned or even attempted to do so. Never in the history of the trials have such adverse weather conditions obtained and on this occasion Nature administered a white-wash figuratively as well as literally. Chairman Thornley has declared the trial no contest, not because no one finished or on account of the weather, but because the rules were not complied with. The proper officials were not on hand, there were no intermediate checking stations or checkers on the hills, and instead of a double schedule of 15 and 19 miles an hour, as in former trials, Tuesday's affair was on a straight 20 miles schedule throughout, a clear violation of the speed law. The contest will be re-run within the next few weeks.

Keen interest was evinced in the quarterly on account of its being the deciding one for the ownership of the G. & J. team trophy, for which the Excelsior team was leading. Although the contest was scheduled to start from Broadway and 101st street at 7 a. m., the first man did not get away until 7:14. Then a majority of the starters were dispatched in a big bunch instead of in small squads as formerly. Several others did not start until nearly 8 o'clock. However, everyone was expected to make up the lost time, the schedule being figured from 7 o'clock. The starters were given cards stating that they were due in Poughkeepsie at 10:39, which works out at exactly 20 miles an hour when the distance is figured as 73 miles. Most reliable road books give it as 76 miles. One hour was allowed for dinner in Poughkeepsie and the men were due back in New York at 3:18 p. m.

Those who started were as follows: Excelsior team—S. T. Kellog, Shelton Sturges, C. Phelps, Ben Ruderman; Merkel team—J. F. McLaughlin, W. J. Teubner, A. Hoffman; N. S. U. team—D. Molin, F. Voelker, Leo Schwartz; Harley-Davidson team—Joseph Buckingham, E. C. Barnhart, Louis Rumen, Ira M. Vail; R-S team—Frank Hart, J. J. Rodgers, J. Hiller; J. W. Brewer, Indian; A. Kreuder, M-M; A. G. Chapple, Merkel (professional). The Harley-Davidson was represented as a team for the first time. At the start it was bitterly cold and light snow was falling, which left the pavement wet and slippery—just slippery enough to make riding

ticklish and there was some sensational skidding as the men got away.

Perhaps the most unique character in the contest was Chapple. Having been traveling nearly all night with little or no sleep he hustled up to the start in his street clothes and without any preparation jumped on a machine and tore after the others who were half an hour ahead of him. The Excelsior team and a few others were well prepared for any kind of weather and piled on clothing until they looked like hogsheads. A couple of undersuits, sweaters, mackintoshes and leather outside clothing were a few of the things they wore.

As the men went northward the snow came down faster and soon the roads were covered, and it was hard to see ahead. Goggles were useless, for they were clouded in a jiffy and the men resorted to shading their eyes with their arms and taking a squint ahead every now and then, trusting to luck not to bump into anything. Rodgers, R-S, was the first to quit. He broke a chain on Roverdale hill when hardly out of the city and decided that he had had enough. His companions, Hart and Hiller, chucked it at Yonkers. Here Chapple went into a store and purchased several turkish towels which he wrapped around his legs to keep the mud off and also to help keep warm. A dirty towel in the road every now and then marked where Chapple had discarded it after making a hasty toilet following a fall.

At Tarrytown conditions were bad and getting worse, the snow now being three or four inches deep. It covered the roads and ruts so that the men had to guess their way and when they struck a concealed rut they went down in a twinkling. It was in just such a spill as this that Hoffman of the Merkel team lost two teeth and suffered painful injury. In falling, his mouth struck the edge of his speedometer cup and two teeth were knocked out, one of them being driven against the roof of his mouth and lacerating it badly. Despite the pain, Hoffman pluckily rode back to New York, and presented a startling sight as the rode over the snow with blood flowing from his mouth.

McLaughlin of the Merkel team also had a queer experience outside Tarrytown. The regular road was torn up and the riders were forced to make a detour. Incidentally this eliminated the first climb on the Acqueduct hill, as no one passed that way. The other one, at Peekskill, was not held as no one returned. McLaughlin

stopped to inquire the way and misunderstanding the directions took the wrong road. He rode about 15 miles and having lost all sense of direction in the blinding snow, he finally came upon a man standing by the road and stopped to ask for further direction. Imagine McLaughlin's amazement to discover that it was the same man who had directed him an hour before. The motorcyclist had ridden in a circle about 15 miles and had brought up just where he started from. He then decided that he had had enough.

There were many spills in this section, for as the wheels dropped into the frozen and concealed ruts, the men lost control and were flung to the ground. It was along here that Brewer, Indian, reached that amiable state of "I-don't-care" and hauled down his flag. He was all in from trying to start his big twin in the snow after he had fallen. He previously had had considerable magneto trouble, owing to a wet cover, but he finally threw the cover away, put a little oil on the terminals and thereafter everything in the spark line was lovely. Those who were fortunate enough to have anti-skid or nobby tread tires had little difficulty in holding the road, but the smooth tread brigade had their troubles in getting traction.

Slipping belts were the chief worry of the Harley-Davidson bunch, but they struggled along manfully until near Croton, when Barnhart plunged into an excavation in the road, which he was unable to see in the blinding snow. He was not hurt and the machine was but slightly damaged. While the quartet was helping Barnhart to collect his wits, Kellog came along. Barnhart called out to Kellog very seriously: "Say, Kellog, how do you fellows keep your belts from slipping?" Without the faintest semblance of a grin, Kellog replied: "Why, we spit on ours, and went on his way. The Excelsior bunch wrapped their engine pulleys with tape and had little trouble with slipping belts. When the Harley-Davidson team reached Peekskill they took the train back to New York along with the others. Just before he reached Peekskill one of the platinum contacts on Voelker's magneto dropped off and he chugged into the city with a brass headed screw doing the sparking. At Peekskill a council of war was held at the motorcycle store of George Sorenson, and several decided to quit there, while others wanted to keep going. Those who withdrew at Peekskill were Voelker, Molin, Schwartz and Teubner. The others elected to continue. All



in from pedaling his machine up stiff hills which it would not climb of its own accord, jolly Al Kreuder, M-M, threw up the sponge the other side of Peekskill.

On the outskirts of Wappinger's Falls, Chapple tried to take a turn fast, and suddenly the ground came up and hit him a hard thump. At least it seemed that way for an instant. The snow broke his fall and his machine also was uninjured, so he jumped up, mounted and dashed on. In his haste he overlooked something which tied him up again soon after. He had not gone more than a mile or so when his engine commenced to miss and finally stopped. He looked down and found his carbureter a solid mass of ice, which had formed from the snow that collected on it when he fell and which he had neglected to brush off. First he tried to chop the ice away with a knife, and then he held matches to it, hoping to set the carbureter afire, but suddenly the ice split off and dropped off of its own accord.

This part of the country was very desolate and strange despite the fact that most of the men had been over it many times in the past. The road was covered with snow which was not broken and there was nothing to do but plow through it and trust to luck. When a man struck a rut or rock he went down. In some places the snow had melted and turned the dirt into mud, which made the going difficult, the machines sliding all over the road.

Beyond the Falls, Chapple and Phelps, of the Excelsior team, met and stuck together into Poughkeepsie. Phelps had gone on ahead of the rest of his team mates. Outside Poughkeepsie, Chapple and Phelps found the road closed and a trolley trestle being constructed. Instead of taking the side road they helped each other trundle the machines over the trestle and, once across, it was a short run to the control where the checkers' eyes nearly popped out when they saw the snow men. Phelps was the first to check in, exactly at 12 o'clock, an hour and 21 minutes late. Chapple checked half a minute later. Sturges arrived at 12:07, Kellogg at 1:02 and Ruderman, the last of the Excelsiors, at 1:32. Owing to the fact that they were so far behind time and the likelihood of losing more time rather than making up any, all hands decided not to ride back by motorcycle, as there was nothing to be gained by it. Chapple, who was drenched to the skin, shed his clothes and hung them near the furnace in Von Der Linden's motorcycle store to dry. Late that afternoon the five who reached Poughkeepsie returned by train.

#### Protest Misses in One Cylinder.

Score one for Dallas (Tex.) motorcycle officials. Now erase this merit mark.

At the recent motorcycle races at Dallas the Texans evolved a new way of determining whether or not a protested machine is oversize on piston displacement, and while mathematical short cuts always are

welcome, this particular one unfortunately failed to stand the acid test of Chairman Thornley, so the Texans are not entitled to the merit mark.

As stated last week, Robert Stubbs entered a protest on the first day of the Dallas races against the Merkel ridden by Arthur Mitchell, on the ground that it was over size, and the machine was measured on the following day. In the method of measurement, however, lies the rub, for only the rear cylinder dimensions were examined, it being taken for granted that the front cylinder was the same. When the totals were footed up they indicated that the machine was over size. As Mitchell was a star attraction and had no spare machine the officials were loath to shut him out of the races, and he agreed to put on a pair of smaller cylinders, provided permission could be obtained from Chairman Thornley, who readily granted it upon telegraphic request. Mitchell competed during the rest of the meet. When the official reports reached Chairman Thornley and he found that both cylinders of Mitchell's machine were not measured, he disallowed Stubbs' protest, on the ground that conclusive proof had not been submitted that the protested machine was over size, and that arbitrary assumptions could not be accepted. Therefore Mitchell loses none of his first day's winnings.

#### Lindel Killed in a Collision.

Walter Lindel, of Kansas City, Mo., who gained considerable fame in that city as a racing motorcyclist and who though young in years was a veteran in the sport, was killed by a collision with a stone wagon,

on Wednesday, 9th inst. The accident occurred at about 1 o'clock in the morning, as Lindel was returning home on his motorcycle after watching the election returns. It is thought he was leaning down adjusting some part of his machine and did not see the wagon. Strangely enough, the wagon was carrying a tombstone. Lindel was 25 years old and was not married. He was in the employ of the Royal Auto Livery Co., and was given an automobile funeral, which took place on Friday, 10th inst.

#### New Orleans. Trying Track Racing.

Marking an attempt to popularize motorcycle racing in the Crescent City, the first of what is intended to be regular weekly race meets will be held tomorrow (Sunday), 13th inst., on the City Park track, New Orleans, La. W. B. Collins is the prime mover in the project, and hopes to make a success of the undertaking by putting on high class sport. To that end he has signed Graves, Mitchell and Stubbs as well as several lesser lights for the opening meet.

#### Georgians Do Fast Road Work.

What is represented as a record for Georgia road racing was made on October 2d by John S. Blake and H. G. Tilton in riding from Bloomingdale to Savannah. The distance, which is thirteen miles, was accomplished in twenty-one minutes and, considering the condition of the roads and the high temperature, is said to be fast time. With the lowering of the temperature an attempt will be made to lower this new "record."

#### OFFICIALLY MEASURING DEROSIER'S MOUNT



Following his record breaking attempt on the 100 miles mark, Jake Derosier's Indian was measured by the officials. The picture shows them "caught in the act."



**WICKWIRE BEST AT SAN ANTONIO**

**Wins Four Events and a Trophy Cup by  
Brilliant Riding—Cash Prizes Make  
Many Professionals.**

Capturing four of the nine races, including the feature numbers and the coveted Hendee Cup, and setting a new mile record for the track, Rex Wickwire, alternating in the saddles of a 4 and a 7 Indian, was the topline at the San Antonio (Tex.) Motorcycle Club's first race meet, at the International Fair, Sunday, 6th inst. In respect to competition, the meet was the largest ever held in the southwest. Never before had such large fields started or such high powered machines and so many of them been present. Wickwire's work was particularly brilliant, and his generalship was much in evidence where it counted most. Had he not met with mishaps his triumph would have been even greater. Others who did good work were Leoloff, Thor and Minneapolis; Ulrich, Thor, and Hikens and Miller, Indians. The crowd was not up to expectations, but those who were there got full measure both in quantity and quality of sport on tap.

Owing to the track not being a standard distance—it is a three-quarter mile dirt oval—the races were at odd distances. It was a professional meet, as all but two events, the time trials and club championship, carried cash prizes. The curtain raiser was a six miles class event for 25 cubic inches machines, in which Leoloff and Ulrich on Thors ran one and two, being the only ones to finish. Eight started in the nine miles 30½ event for trade riders, and it soon evolved into a spirited battle for first place between Hikens and Wickwire on Indians. The former won out by a close margin. Leoloff, Minneapolis, was third this time.

With a good lead and only half a lap to go, Wickwire's chances of victory went glimmering in the nine miles, 40 cubic inches class, by the breaking of a chain, and Huser, Thor, ran away with the fat end of the purse. Madder, Thor, was runner-up. Only three started in this race. Hikens increased his professional bank account again by winning the three miles handicap for private owners on a 32 seconds allowance. Ulrich, Thor, and Derr, Indian, both 48 second men, finished in that order.

Wickwire finally made a killing in the unlimited pursuit for 40 cubic inch machines. Although eight started he mowed them down in short order, catching the last man at 3¼ miles. The local pride easily walked away with the time trial and the handsome gold medal hung up for the fastest time. On his first trial Wickwire rang up 1:01, and his second attempt netted him 0:59½, a record for the track

Miller, Indian, was clocked in 1:06½. The big twins went into action again in the three miles handicap for 61 inch machines. Wickwire, who was on scratch, got away like a rocket and soon nailed the first of the nine men in front of him. His close cutting of the turns and straights gained him many yards and he passed one after another in short order. Leoloff, Thor, and Hikens, Indian, proved the toughest customers and they were not overhauled until the last straight was reached. Here Wickwire found some more speed and sailed by, crossing the line with yards to spare. Leoloff had speed enough to beat Hikens for second.

One of the most exciting races of the day developed when the unlimited pursuit for 30½ inch machines was launched. It had seven starters, but four of them soon were caught and the scrap narrowed down to Leoloff, Wickwire and Hikens. Leoloff got revenge on his rivals for his previous defeats, tagging both Wickwire and Hikens, but the latter gave him a long stern chase. The 9 miles club championship for which the Hendee Mfg. Co. had offered a handsome cup, proved a disappointment. Only three started, Wickwire, Miller, and Norbery, all on 7 Indians. Wickwire shook off the others in short order and made a runaway of it, lapping the others and winning by nearly a mile. The management was excellent, the long program being run off smoothly and without delay. The club will hold another meet, Sunday, 20th inst. Summary:

Six miles, 25 cubic inches class—Won by Leoloff, Thor; second, Ulrich, Thor. Time, 7:54½.

Nine miles, 30½ cubic inches class—Won by Hikens, Indian; second, Wickwire, Indian; third, Leoloff, Minneapolis. Time, 10:48.

Nine miles, 40 cubic inches class—Won by Huser, Thor; second, Madder, Thor. Time, 10:32.

Three miles handicap, private owners—Won by Hikens, Indian (32 seconds); second, Ulrich, Thor (48 seconds); third, Derr, Indian (48 seconds). Time, 4:00½.

Unlimited pursuit, 40 cubic inches class, trade riders—Won by Wickwire, Indian. Distance, 3¼ miles. Time, 4:30½.

Mile time trials—Wickwire, Indian, 0:59½; Miller, Indian, 1:06½.

Three miles handicap, 61 cubic inches class, trade riders—Won by Wickwire, Indian; second, Leoloff, Thor; third, Hikens, Indian.

Unlimited pursuit, 30½ cubic inches class, trade riders—Won by Leoloff, Minneapolis; second, Hikens, Indian; third, Wickwire, Indian.

Nine miles, club championship—Won by Wickwire, 7 Indian; second, Miller, 7 Indian; third, Norbery, 7 Indian. Time, 9:22.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

**WAS HART'S DAY AT GUTTENBERG**

**He Captures All but One of the Five  
Races—Fast Rivals Were Absent—  
Fire Volunteers.**

All but one or two of the regular classy riders were absent, and those who were there had no machines able to cope with his big 7 R-S, so Frank Hart was able to make a clean-up at the weekly meet at Guttenberg, N. J., Sunday, 6th inst. He won all but one of the five races on the card, but the only rider of note whom he defeated was Ferdinand Mercier. The latter's Indian was not quite fast enough to trim Hart, but nevertheless it was dangerous at all times.

Hart and Mercier opened the ball with a five miles match and there were plenty of thrills on tap from start to finish, which made the handful of faithful spectators forget the cold and cutting wind which whistled among them. It was a seesaw from start to finish, Hart passing Mercier for the last time about 25 yards from the wire and beating him by half a wheel. Although it went 15 miles, the handicap might as well have been called in the fourth mile, for after that it was a runaway for Hart and it simply was a question of how often he would lap the others. The handicapping was poor, the men who might have been able to give Hart a good fight being set away back so that they soon were caught. Mercier took second on a 25 seconds allowance, and Constant, Indian, a 35 seconds man, was third.

Ten started in the mile slow race, but all slid off their machines in quick order and constituted themselves a volunteer fire brigade when William Wood's machine caught fire from gasoline dripping from the carburetor onto the cylinders. The riders scraped up handfuls of dirt and pitched it on the blaze, and it soon was extinguished with little damage. A. Lane was furthest back when the interruption came and he was awarded the race.

After winning the "dyspepsia event," otherwise called the novelty, Hart rode a five miles match against an automobile and won. The breaking of a rear stay gave T. Crean a bad fall in the novelty. Summary:

Ten miles match, F. Mercier, Indian, vs. Frank Hart, R-S—Won by Hart. Time, 11:06½.

Fifteen miles handicap—Won by Frank Hart, R-S (scratch); second, F. Mercier, Indian (25 seconds); third, J. U. Constant, Indian (35 seconds); fourth, J. Davis, Marvel (2:00). Time, 16:19½.

One mile slow race—Won by Lane, M-M. Five miles novelty—Won by Frank Hart, R-S; second, J. U. Constant, Indian; third, F. Maynz, N. S. U. Time, 9:14½.

Five miles match, Frank Hart, R-S, vs. automobile—Won by Hart. Time, 5:20.



## RACING POTPOURRI AT SAN JOSE

Unusual and Melodramatic Doings in a  
Much Mixed Program—Castro Falls  
Over in a Faint.

What with equestrian feats, trick bicycle riding, and a touch of melodrama, the mixed bicycle and motorcycle meet at the San Jose (Cal.) Driving Park on Sunday, 30th ult., seemed more like an open air vaudeville entertainment than a cycle meet. The feature of the card was the five miles motorcycle match between Motorcycle Deputy Emil Agraz, the Mexican bicycle racer, and Motorcycle Policeman Margason, the latter winning easily when Agraz's machine went wrong. The melodrama was unexpectedly introduced in the five miles motor paced bicycle match between Castro and Chaboya, when the former tumbled from his machine in a faint in the first mile. Chaboya went the full distance and was awarded the race.

Considerable interest centered in the Agraz-Margason match, which was run in three five miles heats. In the first round Margason made a poor getaway, but once he found his stride he overhauled Agraz rapidly and won with yards to spare. Agraz turned the tables in the second round and ran away from Margason. To make the final more interesting, two other riders were allowed to start and were given a half mile handicap. Agraz and Margason hit it up in good style from the crack of the gun, but in the first mile the former was forced to retire on account of a loose sprocket. Margason kept up his hot pace and soon caught the distance men, finishing in 5:11, the fastest heat of the series. His fastest mile was 1:00½.

Some new and unheard of precedents were established in the motor paced race, the pacing being done by ordinary motorcycles. The officials permitted Chaboya's machine to carry a young woman on a tandem attachment and her skirts broke the wind for him and enabled him to hang on easily. On the other hand Castro did not have such an advantage, but he pluckily endeavored to hold Chaboya until the fourth mile, when he collapsed and fell. Chaboya finished the five miles in 9:51.

Good horsemanship enabled T. Sullivan to win the two miles horse-bicycle relay. Baxter and Blackmore were the pedal pushers and undertook to ride a mile each while Sullivan changed horses at the end of each mile. Sullivan ran up a big lead in the first lap and this in combination with an exceptionally clever change of mounts returned him an easy winner by an eighth of a mile. He did the two miles in 5:08. Court Edwards, a trick cyclist, then entertained the spectators with some difficult feats.

In the 15 miles bicycle handicap, the

scratch men made the error of allowing the distance men to bunch, and thereafter the back markers never had a chance to close the gap. Hostilities commenced in the 11th mile, when Waltz, Gerkin and Baxter broke away from the front division and beat it for the finish. They were not caught, and Waltz was first over the line in a pretty wind-up, with Gerkin and Baxter at his heels in that order.

Inman defeated Walther in a mile bicycle match, and in the mile open Walther showed the way to Waltz and Inman. Threatening weather kept down the attendance and a chill wind made it uncomfortable for the spectators. Summary:

One mile open, bicycle—Won by Wayne Walther; second, Waltz; third, Inman. Time, 2:33.

Fifteen miles handicap, bicycle—Won by Waltz (1:00); second, Gerkin (2:30); third, C. Baxter (1:00). Time, 39:43.

One mile match, bicycle, Inman vs. Walther—Won by Inman. Time, 2:57.

Five miles match, motorcycle, Agraz vs. Margason—First heat won by Margason; time, 5:48½. Second heat won by Agraz; time, 5:54. Third heat and match won by Margason. Time, 5:11.

Five miles motor paced match, Chaboya vs. Castro—Won by Chaboya. Time, 9:51.

Two miles match, Baxter and Blackmore on bicycles, vs. T. Sullivan, on horse, changing horses at each mile—Won by Sullivan. Time, 5:08.

### Dismisses Charges Against Kellogg.

An unpleasant incident in connection with the third quarterly trial of the New York Motorcycle Club, which took place on September 11, was aired in the office of Chairman Thornley, Thursday night, 10th inst., when a hearing was held to investigate the charges preferred by A. G. Chapple against Stanley Kellogg and Arthur Klages, of the Excelsior team, who, Chapple alleges, made false statements in regard to the performance of their machines in the hillclimbs in connection with the third quarterly. Chapple in a written statement alleged that Klages in the presence of witnesses admitted that both he (Klages) and Kellogg pedaled on the hills and that they were seen pedaling, and that they afterwards signed reports certifying they did pedal. Those concerned, as well as some witnesses, were summoned to the hearing. After listening to the evidence presented against Kellogg, Chairman Thornley dismissed the charges against him, holding that sufficient proof was not established. It largely was one man's word against another, and there seemed no grounds for giving preference to the statements of either faction. Disposition will be made of Klages's case later, when the necessary witnesses can be secured.

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## STIRRING SPORT AT ALCYON PARK

Philadelphians and Camdenites Give a Successful Motorcycle Race Meet—  
Hollenbeck "Gathers."

If the able manner in which the Pennsylvania Motorcycle Club of Philadelphia conducted its initial race meet at Alcyon Park, Pitman Grove, N. J., on the 29th ult., sets a standard for its future meets, it will be a popular organization with the speedsmiths, and should have no difficulty in securing plenty of good talent. For its maiden effort the club joined hands with the Camden Automobile Club and held a joint meet at which the motorcycle racing was the feature. Four motorcycle races were held and were hotly contested from start to finish. Hollenbeck on a Curtiss made the fastest time of the day and won two events in pretty fashion. In the five miles open Hollenbeck and Reuss, Harley-Davidson, had a nip and tuck battle, the former nosing out a winner by a few feet. The time was the fastest of the day for five miles, 7:11½.

Hollenbeck again showed the way to Reuss in a five miles match, Bradley taking third. Reuss got among the winners by pulling down the five miles novice, and G. R. Smith, Harley-Davidson, was returned the winner in the private owners' race. The track is a half mile dirt oval and was in fine shape. It is located 16 miles from Philadelphia and the meet drew a large and enthusiastic crowd. The town was decorated gaily in honor of the event, and the mayor and other prominent men of the place lent their assistance as officials. The prizes were noticeable for their superiority to the awards usually handed out at small town meets. Summary:

Five miles, novice—Won by E. H. Reuss, Harley-Davidson; second, Hollenbeck, Curtiss; third, G. R. Smith, Harley-Davidson. Time, 7:23½.

Five miles, private owners—Won by G. R. Smith, Harley-Davidson; second, E. H. Reuss, Harley-Davidson; third, S. A. Goss, Bradley. Time, 7:21.

Five miles open—Won by Hollenbeck, Curtiss; second, Reuss, Harley-Davidson; third, G. R. Smith, Harley-Davidson. Time, 7:11½.

Five miles match—Won by Hollenbeck, Curtiss; second, Reuss, Harley-Davidson; third, Bradley, Bradley. Time, 7:16½.

### Olympic Park Meets Ended.

After a very successful season, the New Jersey Motorcycle Club of Newark wound up its racing schedule with its meet at Olympic Park on the 30th ult. During the winter the club will be active in a social way and has several entertainments in preparation, which undoubtedly will be very popular with its members.



## LOS ANGELES COLISEUM OPENS

Graves and Whittler the Stars in Pye's Initial Program for Race Fans—Samuelson Shows Strong.

F. E. Whittler divided honors with M. J. Graves in the motorcycle races at the Los Angeles (Cal.) Coliseum on the 30th ult., when Manager Pye opened the racing season on that speedy track. Each man won two of the events on the card, their supremacy over the field at no time being seriously threatened. In the professional match race of six miles Whittler (Merkel) won in two straight heats with W. E. Samuelson second. Steve Senhouse was the hard luck man, as in the first heat he broke his chain and at the same time punctured his tank, making it necessary for him to retire for repairs, while in the second start the tank again sprung a leak. Due to the fact that his machine was of the ordinary touring type and in no way fitted for track work, Samuelson, in spite of a game exhibition, was a quarter of a lap behind at the finish of the first heat. In the second heat Samuelson lead until within four laps from the finish, when Whittler passed him and won handily, Senhouse trailing about a third of a lap behind.

The warm number was the free-for-all professional, which at times brought the spectators to their feet, in the fight between Whittler and Samuelson. The race was a see-saw until three laps from home, when Whittler's machine enabled him gradually to forge to the front, crossing the line about 100 yards to the good. The other entrant, J. A. McNeil, was never able to get closer than 200 yards to the leaders.

In the amateur ranks M. J. Graves was in a class by himself, winning the two events in which he entered. In the trade riders match race, six miles, Graves won easily from Ward, with Austin third in two straight heats, while in the free-for-all, four horsepower, ten miles, Ward was the only one who could push him at all. The six miles, amateur, single cylinder, private owners' race, resulted in a victory for Erwin Knappe, with Don Johns, Thor, second, while Clarence Briggs, Indian, took the free-for-all handicap for private owners at four miles, with H. Peck, Excelsior, second. The attendance was about 4,000.

An accident occurred in the try-out spins before noon, while half a dozen machines were on the track. Hubert Kittle, Frank Montgomery, Sheldon Schultz and E. Verrill were making fast time, Kittle being in the lead and at the top of the embankment. Thinking he was far enough ahead, Kittle attempted to cut down to the pole with the result that there was a bad mix-up in which Montgomery and Schultz were seriously injured and Verrill slightly scratched. Summary:

Six miles, private owners, single cylinder machines—Won by Erwin Knappe, Indian; second, Don Johns, Thor. Time, 6:46 $\frac{3}{4}$ .

Six miles match, professional, best two in three heats—First heat won by F. E. Whittler, Merkel; second, W. E. Samuelson, Indian; third, Steve Senhouse, Merkel; time, 5:17 $\frac{1}{2}$ . Second heat and match won by Whittler; second, Samuelson; third, Senhouse; time, 5:12 $\frac{1}{4}$ .

Four miles handicap, private owners—Won by Clarence Briggs, Indian (126); second, H. Peck, Excelsior (318); third, Don Johns, Thor (scratch). Time, 4:15 $\frac{1}{2}$ .

Six miles match, trade riders, best two in three heats—First heat tie between M. J. Graves, Merkel, and Al. Ward Merkel; time not taken. Four laps run-off won by Graves; time, 1:09 $\frac{3}{4}$ . Second heat and match won by Graves; second, Ward; third, Ray Austin, Excelsior; time, 6:11 $\frac{3}{4}$ .

Ten miles, free-for-all, four horsepower machines—Won by M. J. Graves, Merkel; second, Al. Ward, Merkel; third, H. Peck, Excelsior. Time, 9:43 $\frac{3}{4}$ .

Twelve miles, free-for-all, professional—Won by F. E. Whittler, Merkel; second, W. E. Samuelson, Indian; third, J. A. McNeil, R-S. Time, 11:16 $\frac{1}{4}$ .

### Aeroplane Humbled at Columbus.

Speedy as they have shown themselves to be in straightaway flights, aeroplanes as yet have nothing on motorcycles when it comes to racing over a circular course, for the negotiating of a turn by the rider of a two wheeler is pie compared with the task a sky pilot has in swinging his craft around. This was demonstrated at Columbus, O., on Monday, 7th inst., when L. S. Taylor raced a motorcycle against a Wright biplane for two miles at the Columbus Driving Park, and won handily. Taylor did the first mile in a minute flat, beating the air craft by 26 seconds. Taylor finished the two miles in 2:05. Parmalee, who played the role of man bird, attributed his defeat to his difficulty in making the turns. Motorcycle races were interspersed between the aviation events which were held at the park. Martin and Farrer, riding Indians, were the winners in the five and ten miles handicaps, while Gorrell, N. S. U., captured the five miles open. The races were held under the auspices of the Columbus Motorcycle Club and drew a large crowd.

The summary:

Five miles open—Won by Gorrell, N. S. U.; second, Martin, Indian; third, L. S. Taylor. Time, 5:58.

Five miles handicap—Won by Martin, Indian; second, Farrer, Indian; third, Fred Hare, Indian. Time, 5:03.

Ten miles handicap—Won by Farrer, Indian; second, Martin, Indian; third, Fred Hare, Indian. Time, 10:06 $\frac{1}{2}$ .

Two miles motorcycle-aeroplane race, between L. S. Taylor and Parmalee in Wright biplane—Won by Taylor. Time, 2:05.

## TAYLOR TRIMS BUCKEYE TALENT

Takes Three Out of Four Events at Portsmouth—Breaks the Record for the Track.

Like unto bearding the lion in his den was the visit of L. S. Taylor, of Columbus, O., and a single cylinder Emblem, to the motorcycle meet at Portsmouth, Sunday, 30th ult., for he surprised the wise ones by cleaning up the home talent in apple pie order, despite the numerous predictions that he would prove easy meat for the local speed merchants.

Taylor started to do things right off the reel, and in the first race, a five miles free-for-all, he soon showed that he would be a prominent factor. He ran up an eighth of a mile lead and looked sure for first when a bit of dirt choked his carbureter in the last mile and his engine died temporarily, allowing B. C. Ogden, a Kentuckian on an Indian, to pass him. Taylor soon picked up again, however, and made a brave fight for first, but lost out by a few feet. Tide Davenport, a local man, was third.

In the five miles handicap, Taylor had a little too much handicap allowance, 15 seconds, and easily ran away from the field. His time was 6:25. Ogden was second and Starling third. After his walkover in the five miles handicap the judges set Taylor on scratch with Ogden on a twin Indian, for the ten miles handicap. The limit man had 20 seconds. Taylor and Ogden looped it from the start, and the pace soon told on the others, for they were overhauled one after another. Taylor shook off Ogden and in the sixth mile lapped the field, Ogden dropping out at this point. From here on it was all Taylor.

So many machines had broken down on the previous races that when the pursuit was called, Taylor's machine and a couple of others were the only ones in commission, and the other riders were not anxious to take a chance, so the rest of the card was called off and Taylor went five miles against the track record, lowering it by 50 seconds. For this performance he was awarded a prize. Taylor's visit was a profitable one, his winnings having a value of \$63 and including a bicycle, a phonograph and a shot gun. Summary:

Five miles free-for-all—Won by B. C. Ogden, Indian; second, L. S. Taylor, Emblem; third, Tide Davenport, Indian. Time, 6:41.

Five miles handicap—Won by L. S. Taylor Emblem (15 seconds); second, B. C. Ogden, Indian (scratch); third, W. Starling, Indian. Time, 6:25.

Ten miles handicap—Won by L. S. Taylor, Emblem (scratch); second, R. L. Starling. Time, 13:06.

Five miles time trial—L. S. Taylor, Emblem. Broke track record by 50 seconds.



## AMBITIOUS PLANS FOR THE C. R. C. A.

**Efforts to Make It a Truly National Cyclists' Organization—New Year's Eve Race Schedule.**

Preparations are being made by the Century Road Club Association for a very active year in 1911, and along these lines the territory is being divided with an eye towards better organization as well as with the idea of interesting the members at large more in their local division. What has heretofore been known as the Eastern and Long Island Divisions will be consolidated and called the New York Division with territory restricted to New York state, while New Jersey, Pennsylvania and Connecticut Divisions are likewise planned. It is believed that this will work toward better organization not only in the state divisions but locally as well, and that the association and the sport generally will be benefited. Interest on the parts of the members is increasing as indicated in the mileage reports to date, which exceed those of last year. The membership also shows a substantial gain, the national secretary's report showing that all the old members have renewed their connections with the association and that many new members have joined.

The annual election will be held between December 1 and 15, votes being received by mail up till 10 p. m. on the latter date, by R. A. Van Dyke, chairman of the committee on legislation, at 148 West 129th street, New York City. Three envelopes will be used in voting, the outer one for mailing, the second one for the members name, while the innermost one, which will be unmarked, will contain the ballot. This will then be a secret ballot. Although the nominating committee has not filed a report as yet, it is probable that D. M. Adee, who has been president of the organization for five years, will run again for the office.

At a meeting of the National Century Road Club Association, held on the 4th inst., it was decided to hold the annual New Year's eve race from Bedford Rest, Brooklyn, N. Y., to Valley Stream, Long Island, making a distance of 15 miles. The race is for a silver loving cup, known as the Jones Trophy, and must be won three times for permanent possession. F. W. Eifler and J. B. Hawkins, each of whom has won the cup twice, will be unable to compete, as they have turned professionals. No entry fee is charged, the event being open to members of the association only.

### Andrews Escapes Professionalism.

Charges of professionalism that were brought against Walter Andrews, the Canadian amateur champion, as a result of his having ridden several match races against Fred McCarthy, a Toronto professional

who has been chasing cash on the Chapman circuit during the past summer, have fallen flat, after an investigation by the Canadian Wheelmen's Association. The charges against Andrews were started by the Amateur Athletic Union of Canada, as, according to the sport rules prevailing in the United States and Canada, Andrews had become a professional by competing against a professional. It was shown, however, that Andrews, before racing against McCarthy, had obtained some sort of special permit, which, according to the findings of the investigation, relieved him of professional status. After riding two years without a fall, Andrews tumbled from a motorcycle recently and broke his left leg. It is uncertain whether the accident will permanently affect his sprinting ability.

### Selecting Teams for the Six Days.

Great secrecy is being observed by the management of the annual six days' bicycle race as to what riders are being engaged for the big grind at Madison Square Garden, New York City, during the week of December 5. The full list of teams will be issued shortly, however, but in advance of the official announcement it is possible

to indicate the tentative selection of at least eight of the teams. These are the following: James Moran and Edward Root, Joseph Fogler and Fred Hill, Floyd Macfarland and Jack Clarke, Patrick Hehir and Alfred Goulet, George Cameron and Alfred Halstead, Elmer Collins and Peter Drobach, Brocco, of France, and Ellegard, of Denmark, and Germain, of France, and Verlinden, of France.

### Clarke and Kramer Sign for Next Season.

For the 1911 season, A. J. Clarke, Floyd Macfarland and Frank Kramer have signed with the Mihlon-Chapman circuit, which includes the tracks at Newark, N. J.; New Haven, Conn.; Providence, R. I.; Boston, Mass., and Clifton, N. J. The contracts were signed this week, and assure the Eastern fans of one of the greatest racing seasons in years.

### Handicap for Baltimore Club.

The Racycle Bicycle Club, of Baltimore, Md., will hold a 12 miles handicap road race over the famous Shell road of that city on Thursday, 25th inst., Thanksgiving Day. Entries close with Robert L. French, of the club, on the 18th inst.

## HOLDER OF AMERICAN UNPACED CENTURY RECORD



Joseph Kopsky, of the Century Road Club of America, on October 30 made the distance in 5 hours 18 minutes and 22 seconds, riding a New England racer.



**KRAMER FIRST IN BOSTON FINISH**

**Teams With Fogler for Final Mile—Ticket Mix Almost Causes a Riot—  
The Final Score.**

In the presence of a crowd which packed the Boston Arena until the walls bulged, Kramer and Moran won the six days' bicycle race that came to a close on Saturday night, 5th inst. Fogler and Collins raked in second money, Hehir and Goulet, the Australians, finished third, Palmer and Wright came next, and then Lawrence and Wiley brought up the rear in the first division. The first five teams were tied with 1,345 miles 8 laps. As the topnotchers in the second division, the Bedell brothers easily took sixth place, while Demara and Williams, Mitten and Walker, and Thomas and McCarthy took seventh, eighth and ninth respectively. These four teams in the second division were tied with 1,343 miles 7 laps, one lap behind the leaders. Jokus and Schiller retained the strong grip on last place which they secured early in the week, and made up all but two laps of their lost distance, their final score being 1,345 miles 6 laps. The mileage of the winning team is a new record for six day, ten hours a day, races, and replaces the old figures of 1,320 miles 1 lap, made by Anderson and Lawson at Salt Lake City in 1908.

At 10:30 p. m. the race was stopped with five teams tied for the lead and four others one lap behind. After the men were called off the track to prepare for the final mile sprint which was to decide the division of the money as well as the honor, the teams selected respective sprinters who would ride the final mile. In the first division the nominees were Kramer, Fogler, Hehir, Palmer and Lawrence. For the second division John Bedell, Demara, Thomas and Mitten received appointments, it being unnecessary for the Jokus-Schiller team to ride in the wind-up.

It was decided to settle the second division honors first and the men were allowed two laps in which to get under way, when the pistol was fired for the last mile. When the gun popped Demara was leading with Bedell tacking on close, Mitten in third pocket and Thomas on the outside. Bedell, who despite his continual sprinting during the day was remarkably fresh, was satisfied to trail Demara until two laps to go, when he unlimbered and took the lead. Demara fought hard to pull up even, but Bedell fought him off easily and crossed the tape with half a length to spare. Mitten might have had second instead of third if he had clung to Bedell instead of striking out for himself.

With the minor places settled, the big five came out for the grand finale. They went the usual two laps to limber up, and

at the getaway Kramer was leading with Hehir, Palmer, Lawrence and Fogler following in that order. Kramer and Fogler had announced before the start that they would team, and Fogler soon went to the front. Palmer and Lawrence both wanted Hehir's rear wheel. Palmer went up front at the half and slowly fell back, gradually butting Lawrence out of the coveted position. At six laps Fogler commenced to accelerate and soon was under full steam with Kramer on. At eight laps Kramer passed Fogler, and Hehir let loose from the champion's rear wheel to let Fogler in. At the bell Kramer was streaking, with the field going all out to hang on. On the last trip down the backstretch Fogler and Hehir made a final effort to pull up, but they lacked the steam, and Kramer continued to widen the gap, which measured two lengths at the finish. Fogler had to ride hard to take second money from Hehir. Lawrence and Palmer had a warm scramble for fourth money, in which the latter collected on a four-inch margin.

Over 8,000 people witnessed the finish. Saturday's receipts were greater than that of the other five days combined. The promoters took advantage of the crowd by doubling prices and there was a small sized riot when the fans found that the ticket sellers were selling \$1 seat tickets when there were no seats for the purchasers of these tickets, the seats being reserved for the holders of \$2 tickets. The winning team's share of the purse was \$485.01, and in the split Kramer generously allowed Moran to take the odd cent. The last two teams each received \$134.72. In the scramble for the \$10 and \$5 offered each night to the winner and second man in the final mile sprint, Hehir and Goulet collected the big share, \$30, while Fogler and Collins picked up \$20, Lawrence and Wiley \$15, and Mitten and Walker \$10. The individual winnings of the men were as follows: Firsts, Goulet, Wiley, Hehir, one each; Fogler, two. Seconds: Walker, two; Hehir, two; Lawrence, one.

Teams	Miles	Laps
Kramer-Moran	1,345	8
Fogler-Collins	1,345	8
Hehir-Goulet	1,345	8
Palmer-Wright	1,345	8
Lawrence-Wiley	1,345	8
J. Bedell-M. Bedell	1,345	7
Demara-Williams	1,345	7
Mitten-Walker	1,345	7
Thomas-McCarthy	1,345	7
Jokus-Schiller	1,345	6

**Home Trainer Meet Season Begins.**

Inaugurating the indoor bicycle season in the Golden Gate, the Bay City Wheelmen of San Francisco have announced a home trainer meet for the 18th inst. It will consist of two heats of two miles each and will be a team affair; the team having the most added points for the four miles being awarded a trophy offered by the club. The other clubs affiliated with the California Associated Cyclists will hold their indoor meets at monthly intervals.

**SCHIEDER THE STAR AT BUFFALO**

**Shows Surprising Speed in Armory Races  
—Takes Two Events by Sensational  
Flat Floor Riding.**

Although the riders had just ceased outdoor work and had not had time to become accustomed to flat floors, some of the most remarkable indoor bicycle racing ever witnessed in the Bison City marked the opening meet of the winter season in the 65th Regiment Armory, Buffalo, N. Y., on Saturday, 5th inst. Joseph Schieder, the local crack, was the shining light of the evening, and won the two major events in pell mell wind-ups. Despite the fact that Schieder kicked a 109 gear against the 92 of his rivals, he skated around the polished level in a fashion that caused the spectators to rub their eyes.

Both of Schieder's victories were at two miles, and he seemed to have this distance down pat. In the handicap he won his heat easily in 4:37. Good as this was for an eight-lap course on horizontal surface, Schieder bettered it in the final, beating Krushel and Arenz from scratch in 4:36.

The flat floor wizard also had a walkover in the two miles lap race, scoring 85 points, against 50 for Arenz, who got second. Krushel was third with 29 tallies. Schieder's time was 4:36½. E. Frank brought home the bacon in the mile novice, while W. Collins beat H. V. Svanz for second. Time, 2:30¾.

One mile novice—Won by E. Frank; second, W. Collins; third, H. V. Svanz. Time, 2:30¾.

Two miles lap race—Won by Joseph Schieder, 85 points; second, E. C. Arenz, 50 points; third, Al. Krushel, 29 points. Time, 4:36¾.

Two miles handicap—Won by Joseph Schieder (scratch); second, Al. Krushel; third, E. C. Arenz. Time, 4:36.

**Big Match Before Buffalo's Grind.**

Buffalo's second annual six days' bicycle race, which is to be held at the Broadway arsenal during the week of January 9, is to have a pretentious send-off in the program preceding the commencement of the grind itself. Among the features that are planned to stir up the enthusiasm of the cycle fans is a four cornered sprint match with Kramer, Clarke, Lawson and Major Taylor, the colored speed veteran, as the contenders. In addition to this the amateurs are to be given a taste of long distance grinding, in a 12 hours' race before the professional riders take the arena. The six days' race is to have a "Midway," in which "hot dog" and candy vendors will vie with professional exhibition bag punchers and other attractions in affording diversion for the crowds during the lulls between sprints.



### Systematizing F. A. M. Membership.

Businesslike and progressive methods for building up the membership of the Eastern District of the F. A. M. continue to be a feature of the administration of Vice-President C. C. Wilber. To the already excellent system in use, Wilber just has added some new features which still further simplify the work and add to the efficiency of the methods already in use. Work has been begun on the compilation of a new set of membership records for each state commissioner, in which the full record of each member will be entered on a separate form blank and these blanks filed in loose leaf binders.

As fast as new members are reported to the vice-president's office by National Secretary Gibson, corresponding records will be made out on the proper blanks and these forwarded to the state commissioner in whose territory the member resides, for insertion in the commissioner's file. As there is close communication between the vice-president and secretary's offices, through this arrangement both the former and the state commissioners will be able to keep in touch with the progress made. Taking advantage of all possible sources of information which may prove of value, names of endorsers of membership applications also will be made part of individual membership records. In this way the administration is able to keep in touch with workers and interested members.

Renewals also will be reported to the vice-president's office in the same manner as new memberships on special forms for that purpose, and after the district records have been completed similar renewal notices are forwarded to the state commissioners in order that they may give proper credit for the same. Printed post card notices of expiring memberships in his district will be sent to each state commissioner by Secretary Gibson at the same time he forwards a renewal notice to the party whose membership is expiring. Local commissioners will receive full data on large ruled forms concerning the membership in their respective territories which will enable them to have ample advance notice of all expirations so that they may put forth their best efforts to secure a renewal before the membership lapses.

### From Omaha to Stockton Awheel.

Two well bronzed young men riding bicycles arrived in Stockton, Cal., on October 30, after having pedaled their way across half the continent, from Omaha, Neb. The travelers were Harry Robinson and Ray Patterson, and they rode their machines the entire distance, with the exception of half a mile in Oregon, where they used a ferry boat. From Stockton they continued their journey to Modesto, to visit A. H. McGavern, an uncle of Patterson. They will spend several months in Stanislaus county or make trips to the surrounding points of interest, as they wish to see the

most important places in California before returning East on their wheels.

The two men left Omaha on April 3 and since that time have traversed many of the northwestern states. Yellowstone Park was visited and the scenic beauty of the Rockies and the rugged landscapes of the Northwest was seen at its best, that part of the country having been traveled through during the summer months.

No effort was made to establish any records, the outing being planned solely for pleasure, and the route was selected with that end in view. Each carried as light a load as possible and supplies were purchased along the way. Both Robinson and

## Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

### MORGAN & WRIGHT DETROIT

Patterson have become ardent advocates of cycle touring.

### Kills Indianapolis Tag Ordinance.

No longer will it be necessary for motorcyclists in Indianapolis, Ind., to take out a license in order to operate their machines on the streets of that city, as the ordinance compelling such licenses has been declared invalid by Judge Remster, in the circuit court. The decision was based on the opinion of the court that arbitrary and discretionary powers are conferred on the board of public safety by the ordinance in the granting of licenses. In order to be valid, a definite standard of fitness must be set, and, failing in this, the ordinance is held to be illegal. By the terms of the ordinance it would be possible for the board to grant or refuse a license at its pleasure and without regard to the applicant's fitness or ability. Some 4,224 fees, of one dollar each, have been paid by motorcyclists and automobilists since the ordinance became effective last year, but none will be returned, as they were all paid without protest. The board of public safety has discontinued the issuing of licenses and the police are making no arrests for failure to observe the ordinance. The decision was rendered in a test case recently instituted.

### Motorcycle Melodrama from Life.

#### Act I.



KENT, Ohio, March 10.—Miss Annie Connelly, a pretty telephone operator, was run down by Arthur Yahrting, of Pittsburgh, on a motorcycle here. She was not seriously hurt, but had Yahrting arrested.

#### Act II.

PITTSBURGH, Pa., Aug. 10.—Miss

Annie Connelly was married today to Arthur Yahrting, a local broker, whom she met for the first time last spring, when the Pittsburgh man accidentally ran into Miss Connelly with a motorcycle.



The acquaintance begun then ripened into friendship, and the love affair and marriage resulted.

#### Act III.

WASHINGTON, D. C., Sept. 25.—

Countess Gabrielle du Chesnage, of Paris, is here to consult with the French ambassador Jusserand. She says she has found her heiress to her estate and titles after a search of many years.

The story goes that the daughter of the aged countess made a marriage displeasing to her mother, and came to this country many years ago. She died in America, leaving a daughter. Her husband died a short time afterwards.

#### Act IV.

KENT, Ohio, Oct. 27.—An estate valued at \$10,000,000 and the title of countess for Mrs. Annie Connelly Yahrting, wife of Arthur Yahrting, has resulted from a visit to America of Countess Gabrielle, of Paris.



The countess has spent many years in trying to find Mrs. Yahrting, her grandchild and only heir.

#### Prologue.

Get a motorcycle and take a chance by running down the first telephone girl you see.

(Curtain.)



# EXCELSIOR LAUTO-CYCLE

## MOTOR CONSTRUCTION

Be the motorcycle ever so good, if the motor lies down it is like a powerful man stricken with paralysis.

Excelsior Motors have been tried in every big road test of the past three years and have

### Always Made Good

Our single cylinder motor has a piston displacement of 30.45 cubic inches and the double 49.5, making it the most powerful motor allowed on half-mile tracks.

### CYLINDER FEATURES

The cylinders are cast complete in one piece with the greatest area of cooling space ever attained on cylinders of equal size.

The exhaust valve chamber is semi-detached, allowing a passage of air between the valve chamber and cylinder walls, thus greatly facilitating cooling and preventing warping of the cylinder wall.

Cylinder walls and piston are ground to perfect size and finish and the rings are ground on three sides.

Piston pin is a hollow tool steel shaft held in place by a positive lock that makes scoring the cylinder walls impossible.

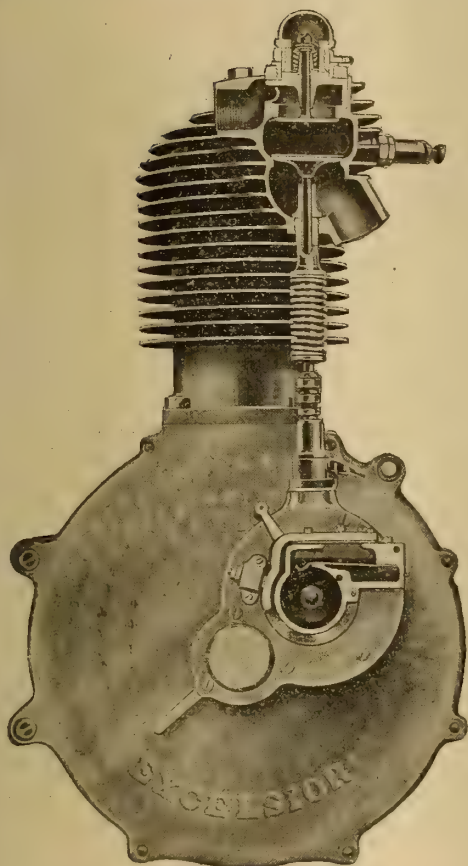
Connecting rod is a drop forging, very light, stiff and strong.

Valves are extra large and readily removed for cleaning or grinding.

### LUBRICATING SYSTEM

A most important feature of a motorcycle engine is the lubricating system, and this is given special attention.

Abandoning the common splash system as entirely inadequate, we deliver oil by positive feed to every moving part of the motor and do this without the use of pumps or complication.



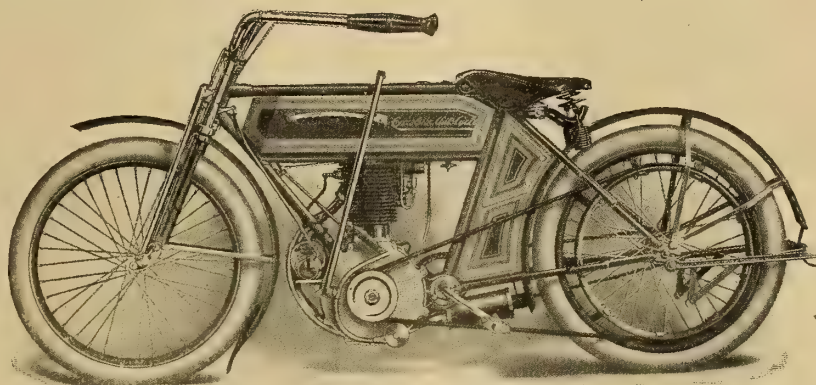
Cam Side of Motor Showing Timer

In the recent F. A. M. run, the Excelsior team covered nearly 2,500 miles without a single motor adjustment or even missing an explosion.

Can you ask for better or more positive proof of quality and reliability?

The above are only a few points of a wonderful motor. Our Catalog C-11 gives full details. Write for it to-day or see our nearest dealer.

*See this space next week for control and power transmission.*



# EXCELSIOR SUPPLY COMPANY

Randolph St. Bridge

Established 1876.  
Members M. M. A.

Chicago, Illinois

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

San Francisco Branch—361-363 Golden Gate Ave.



## Climbing a Long Grade in the Hills of Merry England



The picture shows G. Lee Evans giving his British confreres a demonstration of how an Indian motorcycle can conquer a hard and lengthy uphill pull. Abrupt but short grades are not always difficult, but some of England's long hills are "killers," in that they give no let-up to the constant incline and develop whatever tendencies an engine may have to overheat or "die" inopportunely. Motorcycles in general, however, now have reached a stage where a grade even of the sort illustrated provides a triumphant ride.

MOTORCYCLE CLUB OF FORT WAYNE, IND., POSING FOR THE CAMERA MAN





# "BICYCLE REPAIRING"

By S. V. D. BURR

*Revised and Enlarged  
Edition*

208 PAGES

209 ILLUSTRATIONS

Treats of everything from the equipment of the repair shop to the repair of a puncture.

Price, \$1.00, Postpaid

THE BICYCLING WORLD CO.  
154 Nassau St., New York

## PATENTS.

965,436. Package Carrier for Bicycles and the Like. Howard G. Brott, San Jose, Cal., assignor, by direct and mesne assignments, to The L-B Manufacturing Co., San Jose, Cal., a Corporation of California. Filed June 15, 1909. Serial No. 502,352.

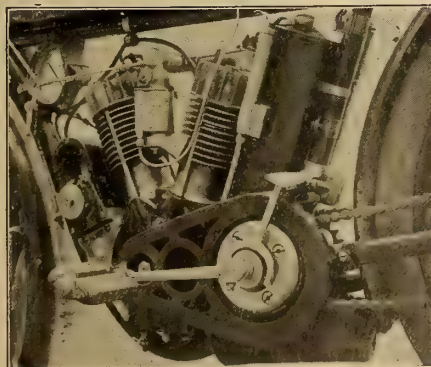
A device of the class described including support engaging devices, and a single length of spring wire merging at its ends into the respective devices, said wire being bent to form parallel hangers having coils at their lower ends from which extend parallel arms merging into coils located at the lower end of a bail shaped clamping member, said member being normally folded upon the arms and against the hangers, transversely extending tie wires engaging the coils for holding the ends of the arms properly spaced apart, the bail shaped portion, when the device is folded, being located between the arms and the hangers and in contact therewith.

## Announcement

90% of the motor-cycle manufacturers are now using our

STEEL RIMS  
BELT RIMS  
and  
MUD GUARDS

AMERICAN  
STEPNEY COMPANY  
Goodrich Building  
1780 Broadway NEW YORK



## Free Engine Clutch

For Loop Frame Indians

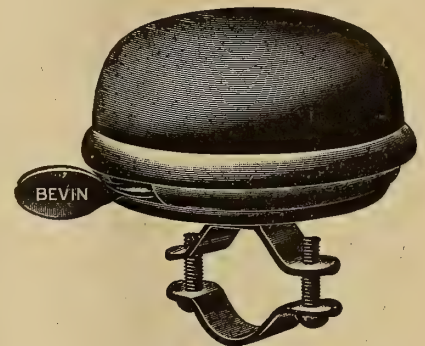
Start like a car. May be slipped to run slow in traffic. Easily attached without altering machine.

Price Fifteen Dollars

BEEHLER & OGDEN Office, 723 Gaither Bldg.  
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# SUNDRIES That Sell Wherever Bicycles are Sold

## Bevin Bells



## Bevin Toe Clips



## Bevin Trouser Guards



## We Offer

such a varied selection that all purses can be accommodated.

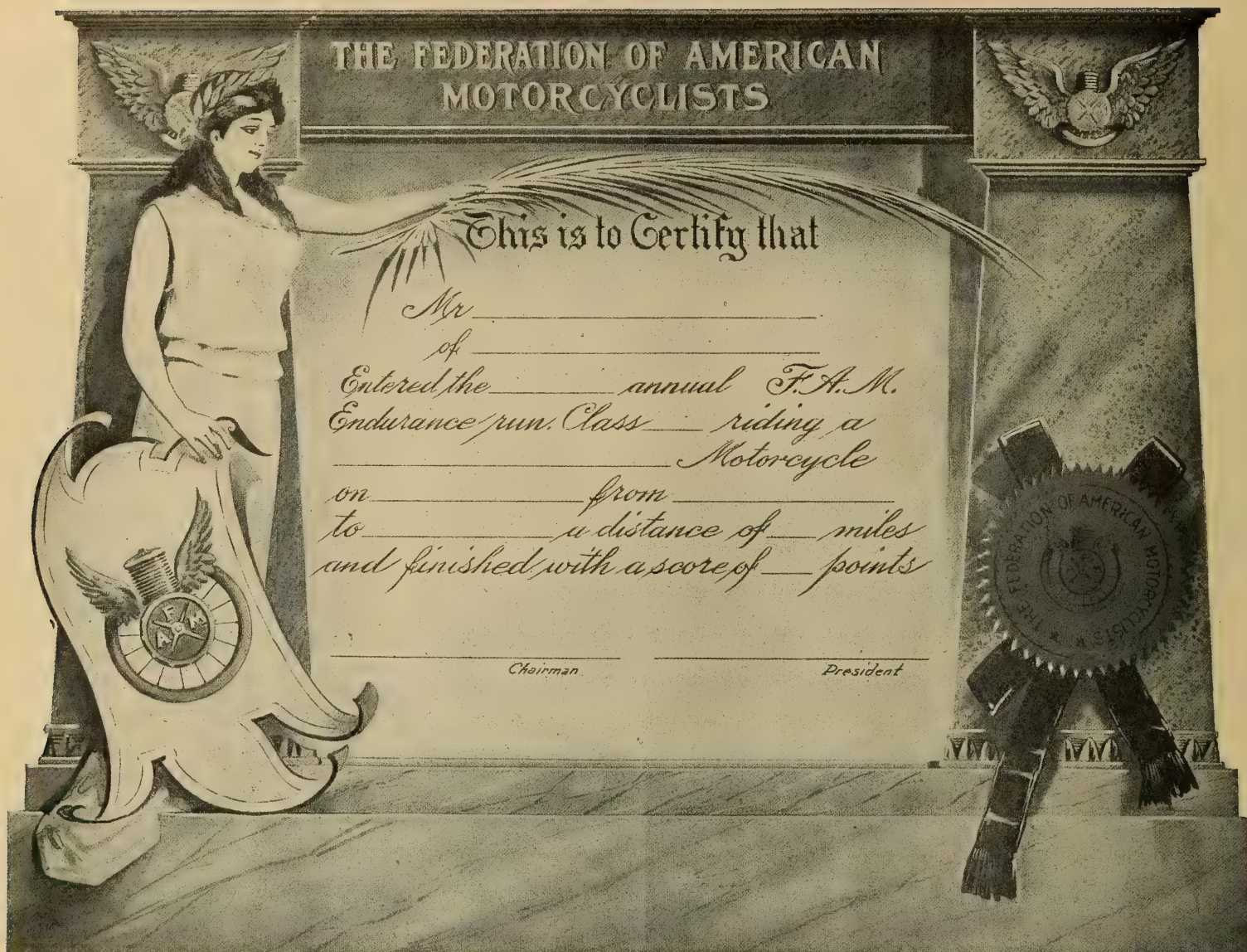
Our catalog illustrates the various patterns.

Bevin Bros. Mfg. Co.

EASTHAMPTON, CONN.



## CERTIFICATES OF PERFORMANCE IN F. A. M. ENDURANCE RUNS



With a view to giving contestants in the annual F. A. M. endurance runs some concrete and tangible token of their achievements, the Federation has prepared certificates, of the style shown in the illustration, which will be given to all the finishing contestants in the 1910 run and to those in subsequent runs. It is the idea of President Willis, of the F. A. M., that certificates of this kind will be considered valuable not only by the riders but by the various factories whose machines are involved. The certificates are of good size and when awarded will bear official gold seals and decorative ribbon, so that they will look well in a frame. The signature of the F. A. M. president and of the chairman of the competition committee will be subscribed at the bottom.

#### Carry Campaign Matter by Motorcycles.

While the motorcycle has previously been employed as a vehicle used by campaign orators, the candidates in San Bernardino county, Cal., are utilizing it as a means of distributing their literature in outlying districts. In certain sections of the mining and grazing regions are many isolated camps not touched by the railroads. As the roads are often impassable to motor cars, and it is necessary to cover much space in the short time remaining before the elections, the motorcycle has fitted in admirably, and machines may be seen leaving for the mountains and deserts almost daily, bound on their political missions. The riders carry blankets, provisions, canteen and a good shooting arm in addition to campaign material. Long runs of 40 miles are made between water holes, grades

are climbed which are inaccessible to automobile or horse, and the most isolated camps are visited. It is expected the motorcycle distributors will visit each camp at least twice before the ballots are cast.

#### May Forbid Two on One Machine.

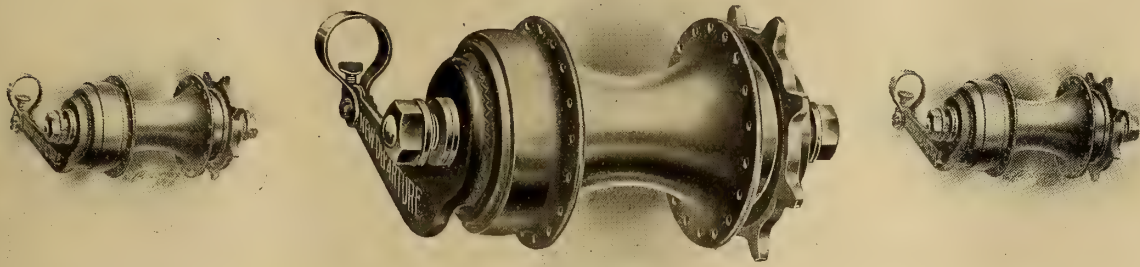
Two people riding tandem on a single bicycle or motor is dangerous, according to a jury in Washington, D. C., and a request has been made that a police ordinance be passed prohibiting it in the future. The matter was brought to a head by the death of ten year old Gladys Hurley, who was killed by being thrown under a brewery wagon while riding on the handlebars of a bicycle ridden by a child companion and which became unmanagable as the wagon was approaching. The child received a fractured head and other injuries, from

which she died later in the hospital. The driver was found free from guilt or blame.

#### Gasoline Causes Negro's Undoing.

The Police Department of Birmingham, Ala., is congratulating itself on having received its motorcycles in time for two of the squad to arrest a mad negro automobile driver who was "burning up the road" in a crowded section of the city at a rate that would have made Jack Johnson turn green with envy. Due to his great speed they were unable to obtain his number, so took up the chase at the foot of the Twentieth street hill and were able to catch him only when the top of Red Mountain was reached. The hill was taken at a 35 miles an hour clip and the machine was driven even faster after passing the top, but the motorcyclists in blue finally captured him.





## We Guarantee You Against Dissatisfied Customers

It is worth a whole lot to the dealer to have behind him a manufacturer who guarantees goods the dealer is selling and will "make good" with customers whenever necessary.

New Departure coaster brakes, bells, etc. are strongly guaranteed against defective workmanship, material and finish.

When we are called upon to satisfy this guarantee, there is no quibbling, no aggravating delays—we carry out our promise as quickly as we know how and your customer is pleased.

In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

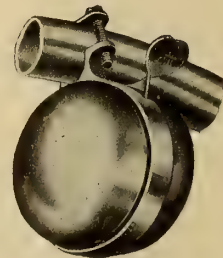
Specify New Departure coaster brakes on new wheels; purchase a few loose brakes from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



### THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors





In the matter of your

## Bent Parts

(Forks—Stays—Forksides—Frames)

we can save you money because we have the

### EXPERIENCE —AND THE— FACILITIES

Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

### STANDARD SEAMLESS STEEL TUBING

## THE STANDARD WELDING CO.

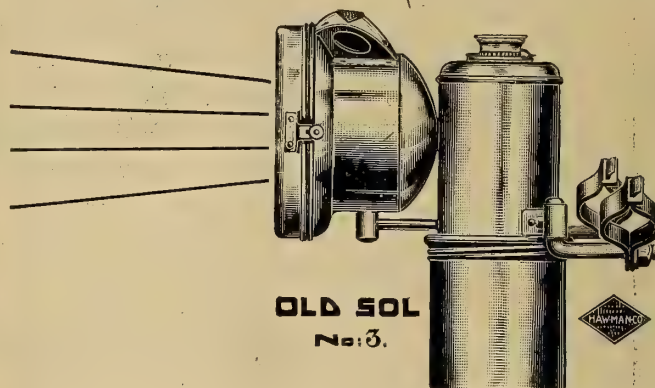
CLEVELAND

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DETROIT

NEW YORK

## "OLD SOL" A Motorcycle Headlight



The "OLD SOL" line of motorcycle lamps fill every motorcycle and bicycle need. They are larger, simpler and more powerful light givers than any other lamps offered for like uses. Give them a trial. Prove it to your own satisfaction.

The price of the above lamp is \$4.00, and the brackets (which fit every handle bar) are \$1.00 extra. Model No. 4 for flat bracket as found on Indian, \$4.00.

*Write for Catalog.*

**HAWTHORNE MFG. COMPANY, Inc.**  
20 Spruce Street Bridgeport, Conn.

## That Pike's Peak Record

The Springs to the Tip Top  
12 Hours, 15 Minutes

was made on Bosch-Equipped Indians by Arthur Stevenson, C. S. Reasoner and B. B. McReynolds.

And McReynolds says:

"And I want to say a good word for the Bosch Magneto—a great deal depended on a quick start which required a quick spark. In fact, we had to have an explosion the first time over and we certainly got it from the Bosch."

That sort of endurance runs and records and the sort that William Streiff made in his trans-continental tour on the Bosch-equipped N. S. U. can be accomplished

IF YOU RIDE A  
**BOSCH**  
EQUIPPED  
MOTORCYCLE

## We're Still At It!



IS AN  
UNTIRING WINNER

### 4 Out of 5 Wins

captured on November 6th at the opening races in the Los Angeles Motordrome. "The Flying Merkel" won both amateur and two out of three professional races in record-breaking time. Just another indication of the accepted superiority of the "Merkel" Ball-Bearing Motor.

*Our catalog "D" would interest you—send for it today.*

**Merkel-Light Motor Co.**  
POTTSTOWN, PENNSYLVANIA  
MEMBERS OF M.M.A.





## A "System" Shop Cabinet **FREE** WITH **NEVERLEAK TIRE FLUID**

Every bicycle dealer and repairer should handle the marvelous NEVERLEAK Tire Fluid which automatically plugs the tire without the rider even knowing he has a puncture.

One NEVERLEAK certificate goes with every dozen tubes. Thirty certificates bring you this dandy "System" Shop Cabinet, FREE. Cabinet is of quarter sawed oak—23 inches high—17 inches wide—has nine drawers divided into compartments for balls, nuts, washers, spokes, nipples, etc., etc. Each drawer and compartment indexed.

In its beauty, strength and wonderful serviceability, this Cabinet is positively without an equal. See your jobber about it today.

**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**



## The Most Helpful Book for Motorcyclists Ever Printed

CONTAINS 72 PAGES

Bristling with the advice and suggestions desired by all riders and repairmen.

GENEROUSLY ILLUSTRATED

25 Cents Postpaid to any address.

**BICYCLING WORLD COMPANY**

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New York City

## DUCKWORTH CHAINS

long ago proved that they have no equals for either

**Bicycles or Motorcycles**

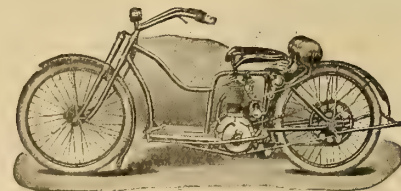


It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

**Duckworth Chain & Mfg. Co., Springfield, Mass.**

## NEW ERA Two Speed, Free Motor, Hand Cranked Motor, Comfortable Form Seat



Send for catalogue and agent's terms

**THE NEW ERA AUTO-CYCLE CO.**

No. 2 Dale Avenue

DAYTON, OHIO

DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Col.; Mr. W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.



# Tucker Rims

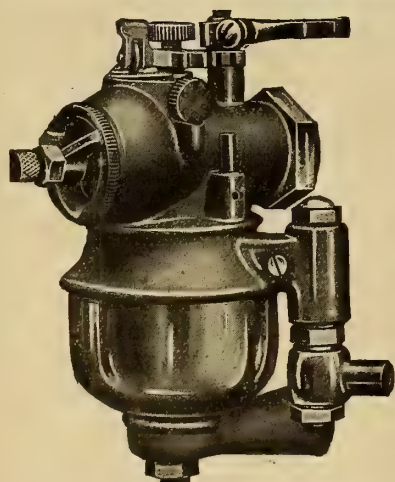
## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

## HEITGER

### Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nicked and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



DOUBLE ADJUSTMENT TYPE  
Glass or Brass Bowl

We can make prompt  
deliveries.  
Catalogs now ready.

**HEITGER  
CARBURETER  
COMPANY**

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## N. S. U.

### THE WONDERFUL TWO SPEED AND FREE ENGINE MOTORCYCLE

The N. S. U. has never met its equal in comfort, simplicity, endurance or economy. The two speed feature, the two brakes, the correct balance and high class of material gives you a motorcycle of which you will always be proud and which will run better and smoother, and for a longer period than any motorcycle built. Remember

**'Frisco to New York**  
3843 Miles in 28 Riding Days

**210 Miles with One Gallon**  
**The World's Record for Economy**

*You must be interested in this unapproachable motorcycle.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street  
NEW YORK



## BEST DROP-FORGINGS

for motorcycles always



## ear this Trade Mark

Let us have a look at your specifications,  
let us know your needs. We can give  
you interesting figures at this time.



**BILLINGS & SPENCER CO.**  
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## For Safety and Service

### It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

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S. W. CORNER JUNIPER AND CHERRY STREETS.

Over 20,000 square feet of floor space devoted to

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WHAT THE TRADE WANT AND WHEN THEY WANT IT

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## FAUBER HANGERS

mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

**Great Western Mfg. Co.**

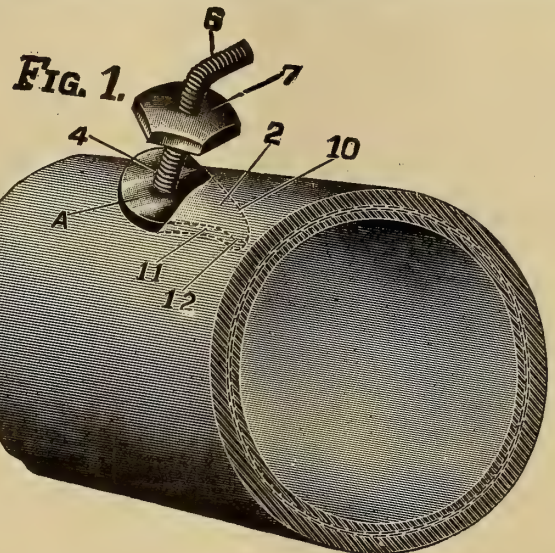
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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154 NASSAU STREET, NEW YORK



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NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through Your Jobber.

**D. P. Harris Hardware Co., 48 Warren St., New York**



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## REAL Motorcycle Headlights

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

### LAMP.

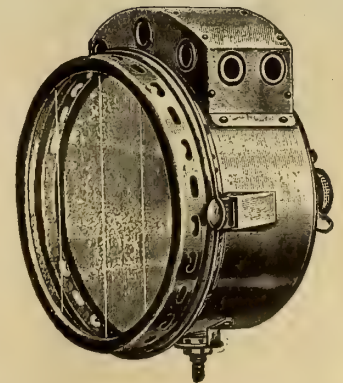
Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
No. 111—6 inches high; weighs 12 ounces. Price, 4.00 each.

### GENERATORS.

Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
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No. 53B—9 inches high. Price each, 5.00

We have an interesting proposition to dealers. Address Dept. B,

**THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK**



Searchlight



## WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

**FOR SALE**—Thor motorcycle, 1910 model, 4 horsepower; as good as new; cost \$250. First check for \$175 gets it. WM. FISCHER, 529 East Broadway, Louisville, Ky.

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**MOTORCYCLISTS** desirous of disposing of their machines will benefit by communicating with us. We have the system that sells them. Prospective purchasers of second-hand motorcycles should write to us. We have the stock to pick from. **TIGER CYCLE WORKS CO.**, 782 Eighth Ave., New York. Phone 1268 Bryant.

**FOR SALE**—Motorcycles; enormous variety American and foreign makes—Marshes, Indians, Reading Standards, as low as \$25. All guaranteed. Immediate delivery. Send for large Bargain Bulletin. **NEW YORK MOTOR CAR AND CYCLE EXCHANGE**, 217 West 125th St., New York City.

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**1911** Proposition on Bicycles and Bicycle Tires Now Ready

Write for Prices

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We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade.  
**HYDRAULIC-PRESSED STEEL CO.**  
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**SEND** for list of bargains previous to our removal. We have a number of attractive offerings. Write today.

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**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



## Star Ball Retainers

**WHO? Tell Us**

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
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### Metz Runabout

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

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### American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

**AMERICAN MOTORCYCLE CO.**  
Wells & Seigel Sts., Chicago

## Supplee Hardware Co.

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**BICYCLES AND SUNDRIES**  
Prompt and complete shipments

### THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

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Jobbers of **BICYCLES and SUNDRIES**  
126 N. Fourth St., PHILADELPHIA

### 1910—CATALOGUE—1910

of

**Overland and Black  
Diamond Bicycles**

Send for copy today with dealers' rock bottom prices.  
**BI-MOTOR EQUIPMENT COMPANY**  
177-179 Portland St. Boston, Mass.

### The NIGHTINGALE Whistle

for any MOTORCYCLE—Assures Right of Way

Made of **Brass \$4.00** Complete  
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Nickel plated, \$1.00 extra

**NIGHTINGALE WHISTLE MFG. CO.**  
1783 Broadway, New York

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If I am not represented in your territory, write for the agency for  
"Oxford" and "Diamond Roadster"

PRICES will SURPRISE you.

**BICYCLES  
FIRES—SUNDRIES**

GOODS will PLEASE you.

Catalogue upon request.

**ALBERT E. GOODBY, 57 Washington Street, Providence, R. I.**

## MICHIGAN ROCK MAPLE RIMS

—None  
Better

Made by **LOUIS RASTETTER & SONS, Fort Wayne, Ind.**

## TO THE LIVE MAN

interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

**THE BICYCLING WORLD COMPANY**

154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to  
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Indian and Merkel Motorcycles.  
Parts, Repairs, Accessories and Storage.  
Complete Power Repair Shop and Experienced Men.  
**F. B. WIDMAYER CO.**  
Tel. 998 River. 2312 Broadway, New York

**J. F. McLoughlin,  
MERKEL MOTORCYCLES**

244 East 52nd St., New York. Phone, 5635 Plaza.  
Residence, 154 East 49th St.

**TIGER CYCLE WORKS CO.**  
782 Eighth Ave., NEW YORK.  
**ROYAL PIONEER MOTORCYCLES.**  
Eclipse Free-Engine Pulleys and Racycle Bicycles.  
Full Line of Parts and Accessories.

**T. J. SIXSMITH,**  
New York Headquarters for R-S MOTORCYCLES.  
Expert Repairing, Storing. Spare parts for all makes  
of Motorcycles.  
203 West 100th St., NEW YORK  
Tel.—8861 Riverside.

**J. C. FOLEY,** Motorcycle Garage,  
Jerome Avenue and 165th Street New York  
Agency for Indian, Thor and R-S.  
Repairs, Supplies, Storage.

## BROOKLYN, N. Y.

**BEDFORD MOTORCYCLE CO.**  
**BRAZENOR & RUDERMAN,**  
1041 Bedford Ave., BROOKLYN, N. Y.  
"THOR" AND EXCELSIOR MOTORCYCLES  
Repairs, Supplies. Telephone, 769-W Bedford.

INDIAN and PIERCE Motorcycles  
Repairs, parts and supplies  
**A. H. PATTERSON,** Brooklyn Agent,  
(Successor to F. A. Baker & Co.)  
1080-8 Bedford Avenue Telephone, 3662 Bedford

**CURTISS MOTORCYCLE CO.,**  
**CURTISS AND MARVEL MOTORCYCLES**  
Repairs and Supplies.  
1203 Bedford Ave., BROOKLYN, N. Y.  
Telephone 3637 Bedford.

## PEEKSKILL, N. Y.

**GEORGE SORENSON**  
Thor and Merkel Motorcycles  
708 South Street PEEKSKILL, N. Y.

## ST. LOUIS, MO.

**HURCK MOTOR AND CYCLE CO.**  
ST. LOUIS, MO.  
Agents Indian Motorcycles.  
All kinds motors repaired and sold.

## BOSTON, MASS.

Bicycle and Motorcycle Supplies.  
**HUB CYCLE CO.**  
44-42 Portland St. BOSTON, MASS.

## CHICAGO, ILL.

**HENDEE MFG. CO.,**  
CHICAGO BRANCH: 1251 Michigan Avenue,  
PERLIN B. WHITNEY, Manager.  
INDIAN MOTORCYCLES

## HIGH GRADE

wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

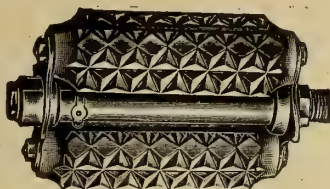
MORSE TWIN  
ROLLER CHAIN

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionLESS  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE  
PRICE TO

**MORSE CHAIN CO., Ithaca, N. Y.**

STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Stee  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

**STEVENS & CO., 375 Broadway, New York**

**BICYCLE GOODS**  
**Motorcycle Supplies**  
We want every dealer to have our Cata-  
logue and Bargain Books. Please write  
us on your letter head for No. 45.  
**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

"The A B C of Electricity." Price, 50c.  
Bicycling World Co., 154 Nassau Street,  
New York City.

## LIVE WIRES

We Buy Right and We Sell Right.  
FOUR STORES.

Get our catalogue of bicycles and bicycle goods.  
**HAVERFORD CYCLE CO.**  
Buffalo PHILADELPHIA Washington  
Atlantic City, N. J.

ESTABLISHED 1844.  
**SCHRADER**  
**UNIVERSAL VALVES**  
TRADE MARK REGISTERED APRIL 30, 1895.  
The Standard American Valves for  
Automobile, Bicycle & Vehicle tires  
Manufactured by  
**A. SCHRADER'S SON, INC.**  
28-32 Rose St. New York, U.S.A.

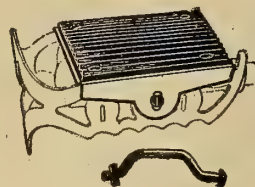
**Special Stampings**  
FROM  
**SHEET METAL**  
THE CROSBY CO., Buffalo, N. Y.

**MESINGER**  
**CAVALRY AND STANDARD**  
**Motorcycle Saddles**

with Fibre Friction Shock Absorber, are  
Superior.

**The MOTT WHEEL WORKS**  
Utica, N. Y.  
**BICYCLE AND MOTORCYCLE**  
**Rims and Mud Guards**

**ABBOTT & BAILEY,** Sales Agents  
Majestic Building, Detroit

**WALD PEDAL RUBBER**

3-16 in. thick rubber  
covering the pedal,  
keeps the shoe from  
slipping and cutting the  
sole.

Sold by Jobbers.

**WALD MFG. CO.**  
Sheboygan, Wis.



**DOW'S**  
**BICYCLE LUGGAGE**  
**CARRIER**

Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
detached instantly with adjustable hook. Good sell-  
ers, because the riders all want them and the price  
is popular. Write for Prices.

**DOW WIRE AND IRON WORKS, Louisville, Ky.**

## SHIPPED ON TEN DAYS TRIAL

This Indestructible Non-Stretching Absolutely Waterproof V Belt  
Shipped to any address in United States, Mexico or Canada on **TEN  
DAYS TRIAL.** A postal card will bring our liberal offer by return mail.  
Address,

**C. F. FAUPEL, 415 Dearborn St., Chicago**





# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N. J.

### We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

J. W. GRADY & COMPANY, Worcester, Mass.

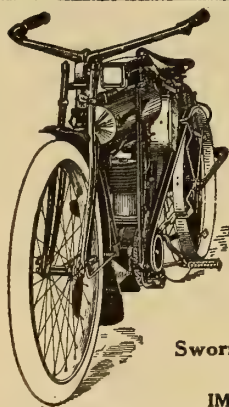
### Diamond MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.  
Akron, Ohio



### The Ever - Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

The Yale team—as usual—achieved a clean score.

3½ H.P.	<b>YALE</b>	6½ H.P.
Single Cylinder		Twin Cylinder
\$200 F.O.B. Toledo		\$300 F.O.B. Toledo

The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

RIDE A YALE—THEY NEVER FAIL

Sworn statement of average upkeep cost in 1909 for all repairs—29c.

IMMEDIATE DELIVERIES—Write for Booklet Today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio, U.S.A.

### Bargains Extraordinary in MOTORCYCLE TIRES

With prices of motorcycle tires increasing generally, we, by reason of an advantageous purchase, can offer attractive prices (while they last), and immediate delivery on the following:

**2000 1908 G & J double clinch, raised tread.**

These tires are not "seconds."

**1909 M & W moulded double clinch.**

DEALERS, WRITE FOR PRICES

**F. A. BAKER & CO., 10 Warren St., New York City**

SEND FOR OUR COMPLETE MOTORCYCLE SUPPLY CATALOG

## RELIANCE Motorcycles

Get catalogue and prices.

**Reliance Motorcycle Co.**

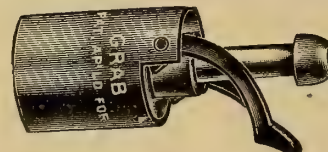
Owego, Tioga Co., N. Y.

### Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

IT'S THE GRAB CONNECTION

Price Each  
25c.



Price Each  
25c.

The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**  
55B Warren Street New York



# Kokomo Miles

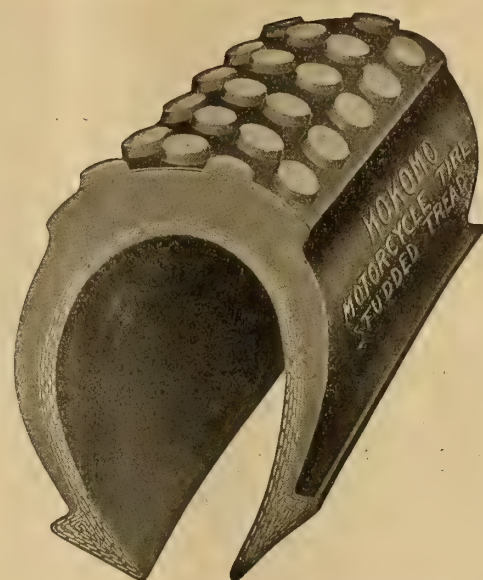
are tire economy and  
tire satisfaction.

## DEALERS

who have not yet ar-  
ranged to carry

# KOKOMO Motorcycle TIRES

for 1911, should write  
us at once for full in-  
formation. These tires  
make both money and  
friends for the dealer.



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KOKOMO  
RUBBER  
COMPANY

KOKOMO, IND.

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*Let old  
"Santa Claus"  
find your  
Stock of*



# FAY JUVENILES

## AND OTHER POPE BICYCLES, COMPLETE

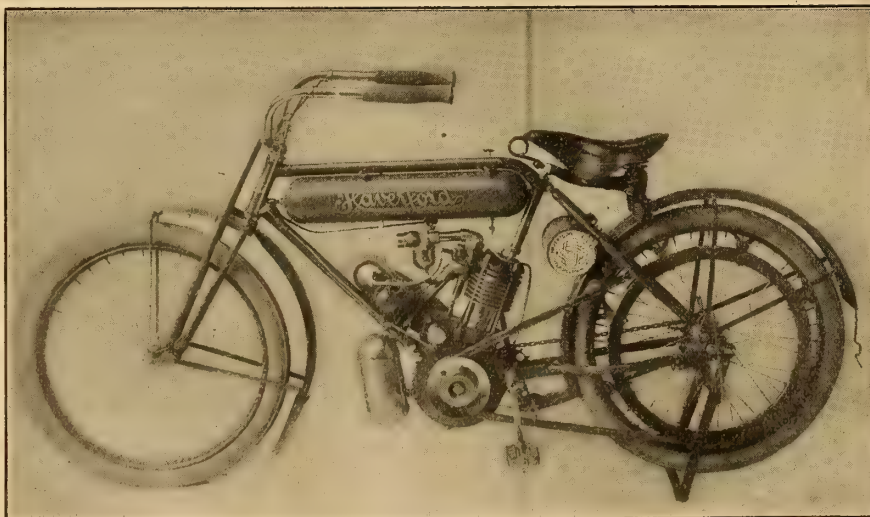
Christmas of 1910 surely holds a splendid bicycle trade in prospect. The secret of Holiday sales is to have bicycles **IN STOCK**, well displayed and ready for immediate delivery. Send for Catalogues and Dealers' Prices. Don't delay making preparations for this trade as the time for action is growing short.

**Handsome 1911 Pope Catalogues Ready for Christmas Trade**

**THE POPE MANUFACTURING CO., Hartford, Conn.**

# THE HAVERFORD

## Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

**\$185**

Equipped with  
Bosch Magneto

Model H, Schebler Carburetor

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

**1911 MODEL** <sup>Bosch</sup> <sub>Equipped</sub> **NOW READY**

# HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.



# Pennsylvania BICYCLE TIRES

For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

## READ THIS!

### Remarkable Coaster Brake Reliability

A *Thor* Coaster Brake which had been ridden over 5000 miles won the Chicago Motorcycle Club's Reliability Contest and handsome Cup. Mr. Wm. Walsh on his Harley-Davidson eliminated all other brakes and only required 6 feet for a complete stop at 15 miles per hour. Other brakes averaged 20 feet at same speed.

Can you afford to take a chance with the other kind when all that is necessary is to specify a *Thor* Brake on your next mount?

*Thor* Brakes have been the regular equipment on the winners of every important Endurance Contest held this season and have played no small part.

**A *Thor* Brake** Never locks  
Never refuses to work  
Never wears out and no trouble from broken brake shoes.

*Thor* Brakes are regular equipment for those who demand the best. They cost no more than the other kind.

**AURORA AUTOMATIC MACHINERY COMPANY, Thor Building, Chicago, Ill.**

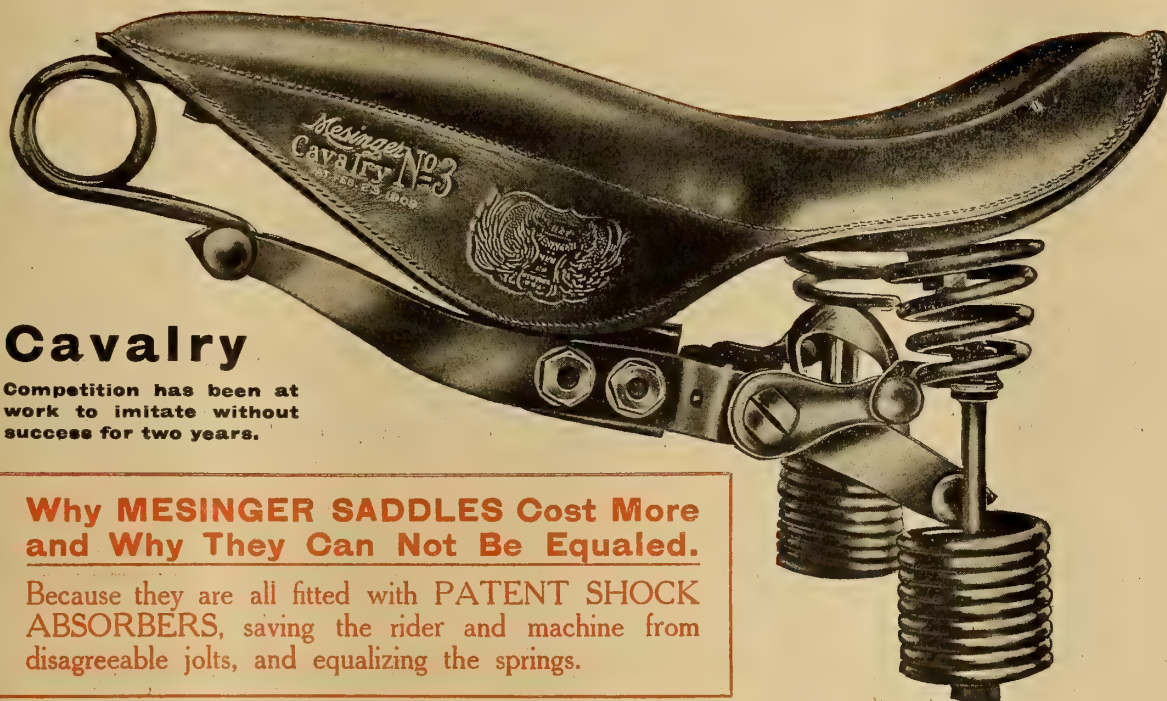
Licensed Coaster Brake Manufacturers.



# Another Convincing Evidence of Superiority

# 50%

of the MOTORCYCLE MANUFACTURERS Use Exclusively MESINGER SADDLES in 1911 and nearly all the others are using them as Part Equipment.



## Cavalry

Competition has been at work to imitate without success for two years.

**Why MESINGER SADDLES Cost More and Why They Can Not Be Equaled.**

Because they are all fitted with PATENT SHOCK ABSORBERS, saving the rider and machine from disagreeable jolts, and equalizing the springs.



## Standard No. 4

Compare Elegance with Strength and Comfort

**"ASK THE RIDER and  
WATCH HIM RIDING"**

All Parts Guaranteed for the Season

**H. & F. MESINGER MFG. CO.,** 1801-1807 First Avenue  
NEW YORK



# FISK *Quality* BICYCLE TIRES

THE great bicycle manufacturers have bought your tire experience for you.

After years of testing and selection they have adopted Fisk Bicycle Tires as standard equipment.

You can save money and trouble by adopting them for your own use.

Any one of the dozen or more styles and grades in single tube or clincher is supreme value for the money. Write for booklet with prices and illustrations of the full line.

**Fisk Tires  
wear—and  
wear—and  
wear!**

*Dealers should write for information on the complete Fisk line.*

**THE FISK RUBBER COMPANY**

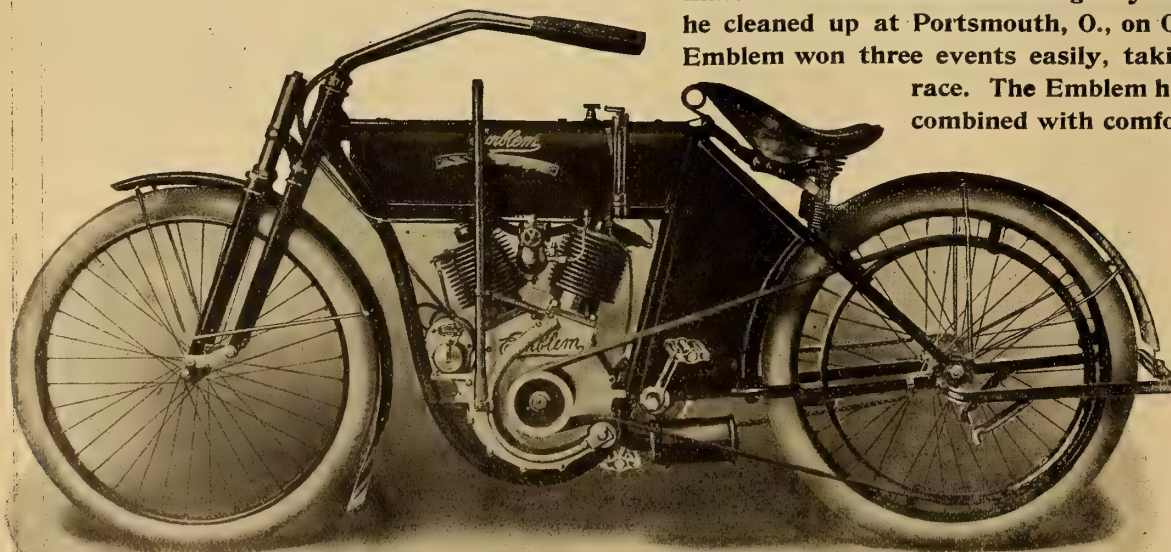
Department E

Chicopee Falls, Mass.

*Branches in Twenty Cities*

## THE SPEED OF THE WIND IS SLOW

when compared with the Emblem motorcycle. This was proven conclusively when L. S. Taylor defeated a Wright biplane at Columbus, O., on November 7, traveling one of the miles 26 seconds faster than the aeroplane in a two miles match. He rode the same single cylinder stock Emblem on which he cleaned up at Portsmouth, O., on October 30, where he and the Emblem won three events easily, taking second in the remaining race. The Emblem has all the advantage of speed combined with comfort, safety and long life. It is



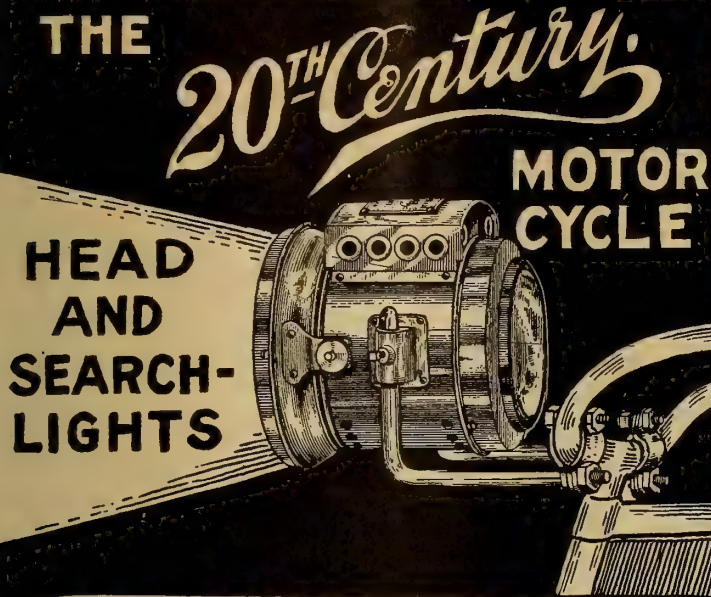
not built for racing, yet is a race winner. It is built for the ordinary rider's every day use and here again it is a leader. The Emblem motorcycle, like the Emblem bicycle, is built on broadest lines of honesty and generosity in materials, workmanship and advanced designing.

**MADE IN 4 AND 5 HORSE-  
POWER SINGLES AND  
7 HORSEPOWER TWINS**

**EMBLEM MANUFACTURING CO., Angola, Erie County, N. Y.**

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





THE STANDARD MOTORCYCLE LAMP of the World is now being made in this big new factory in Newark, N. J., because it requires such a factory to supply the demand.

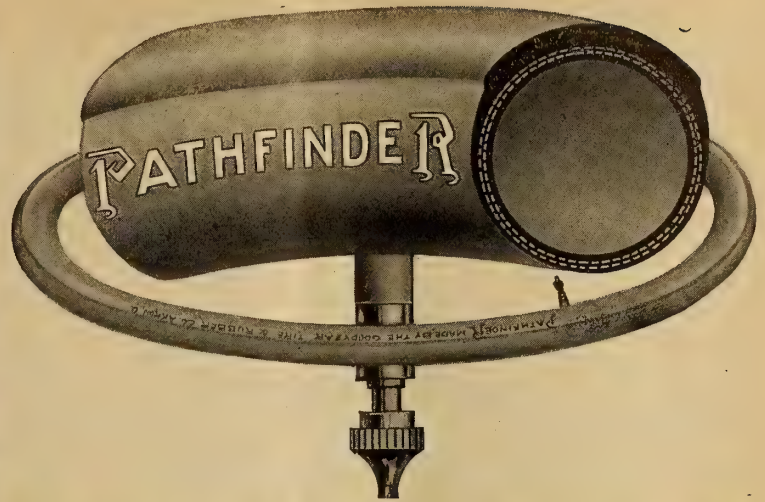


Hundreds of thousands of 20th Century Lamps have been sold; and hundreds of thousands of 20th Century Lamps will be sold, because they are known as the standard article wherever motorcycles and bicycles are found.

20th Century Lamps are on sale by dealers and jobbers everywhere. Electrotypes for 1911 catalogues are now ready.

*20th Century Mfg Co*

420-422 Ogden St., NEWARK, N. J.



## You Can Repair the Goodyear Pathfinder

That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A

strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, that dealers in all parts of the country are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us and see what there is in it for you. Start a letter today!

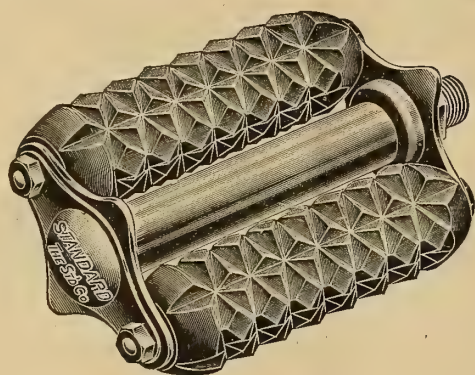
## The Goodyear Tire & Rubber Company

MOAL STREET, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee St.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.; New York Sporting Goods Co., 15 and 17 Warren St., New York City, N. Y., Metropolitan Agents.



This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

---

EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

## Saddle Sales

There is nothing in the selling proposition so simple or so satisfactory if the Saddle you offer is a BROOKS.

There's a reason for this—it exists in the fact that, for over a quarter of a century, we have maintained a standard which others have aspired to, but never yet attained.

Remember that, and also that the

## BROOKS—

**the original and only  
genuine compound  
spring saddle—**

will bring you sure sales and surer satisfaction.

In this Saddle is embodied that unique feature which entirely vanquishes vibration — the BROOKS Compound Springs—and only in the BROOKS can those springs, as we make them, be obtained.

Remember also, that BROOKS means BEST, and no matter whether you are selling the Saddle only, or the Bicycle (Cycle or Motorcycle) with the Saddle as part of its equipment, the name of BROOKS will prove an invaluable aid in the process.

**J. B. BROOKS & CO., LTD.**  
**73 Criterion Wks., Birmingham, Eng.**

Sole Agents for Motor Saddles—The Hendee Manufacturing Co., Springfield, Mass.

Sole Agents for Cycle Saddles—Brown Bros., Ltd., 22-34 Gt. Eastern St., London, E. C.



The Brooks  
Motorcycle Saddle—B104.





The  
Diamond  
Rubber  
Company

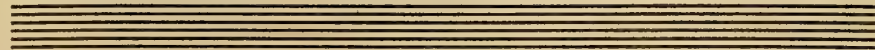


MANUFACTURES AND SELLS

BICYCLE  
— TIRE —  
MILEAGE  
NOT MERELY  
BICYCLE TIRES

¶ A fact which makes the user realize that Diamond Bicycle Tires are manufactured scientifically.

¶ Isn't the user's confidence the one best thing the dealer can get and keep?



THE DIAMOND RUBBER COMPANY, Akron, Ohio



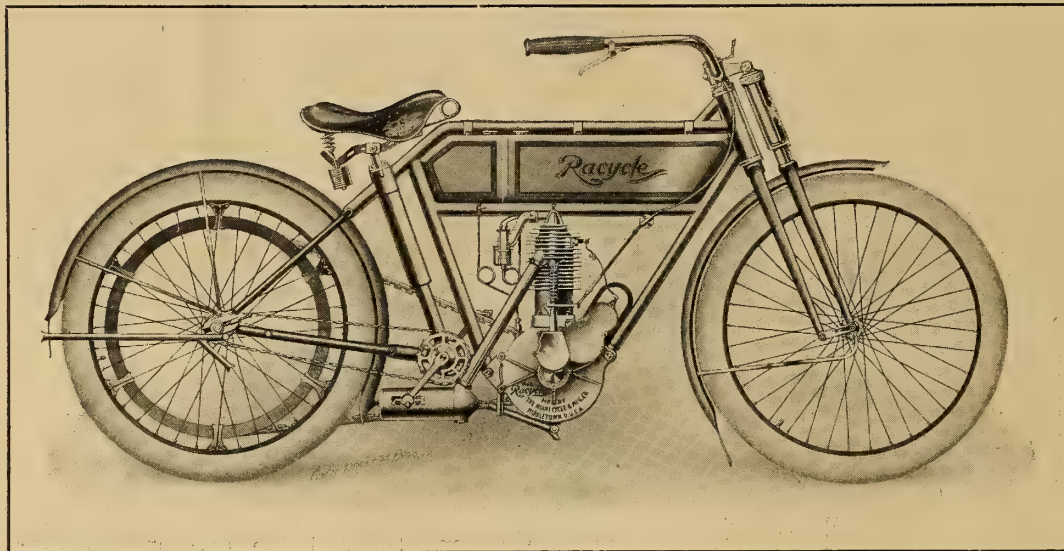
Quality Means Economy—Racycle Means Both

# The 1911 *Racycle* 4 Horse

Flat Belt  
and Idler

Battery or  
Magneto

Ball Bearing  
Engine



V Belt and  
Free Engine

Spring Seat  
Post

Ball Bearing  
Engine

## “The Quality Motorcycle”

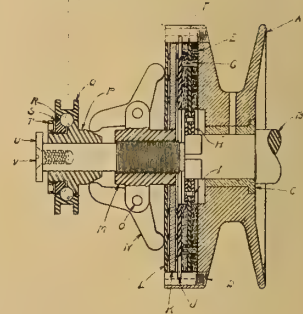
Before you buy your 1911 motorcycle, it will pay you to investigate the Racycle. See what you get and it don't cost any more to get it than you pay for an ordinary motorcycle.

## THE RACYCLE FREE ENGINE CLUTCH

is of the disc-no oil type and has as much friction surface as a small automobile. Controlled from handle bar and

### It Starts Without Any Jerk

This clutch has a new and original feature, a perfect ball bearing, taking the friction load between the free position and the engaged position and is so designed that when engaged, it has no end thrust whatever. It will start the machine smoothly and without jerk from a standing position. Write to us before buying and you'll never regret it.



F. M. JONES  
Los Angeles—Cal.—Sacramento  
Distributor

If you know anyone who rides  
a Racycle we refer you to him.

GUS. HABICH  
Indianapolis, Indiana  
Distributor

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, November 19, 1910.

No. 9

## ADD TO MOTORCYCLE EXHIBITORS

**Three More Concerns Take Space for  
Madison Square Garden Show—List  
of the Space Holders.**

Three more exhibitors have been added to the list of those who are to be represented in the motorcycle section of the Madison Square Garden show, New York City, from January 16 to 21 inclusive. The added trio includes the Detroit Motorcycle Mfg. Co., of Detroit, Mich.; the S-D. Mfg. Co., of Brooklyn, N. Y., and the Motor Car Equipment Co., of New York City. The earlier applicants for space, to whom allotments have been made, include the Harley-Davidson Motor Co., Milwaukee, Wis.; Merkel-Light Motor Co., Pottstown, Pa.; Hendee Mfg. Co., Springfield, Mass.; Emblem Mfg. Co., Angola, N. Y.; Excelsior Supply Co., Chicago, Ill.; Aurora Automatic Machinery Co., Aurora, Ill.; Pontiac Motorcycle Co., Pontiac, Mich.; New Era Auto-Cycle Co., Dayton, O.; Miami Cycle and Mfg. Co., Middletown, O.; Pierce Cycle Co., Buffalo, N. Y.; Marvel Motorcycle Co., Hammondsport, N. Y.; Reading Standard Co., Reading, Pa.; American Motor Co., Brockton, Mass.; Reliance Motorcycle Co., Owego, N. Y.; Wagner Motorcycle Co., St. Paul, Minn.; Eclipse Machine Co., Elmira, N. Y.; F. A. Baker & Co., New York City; Consolidated Mfg. Co., Toledo, O.

### Cycle Dealers' Association Meets.

Over 50 dealers were present at the November meeting of the Cycles and Accessories Dealers' Association of Greater New York, which was held at New Amsterdam Hall, on 54th street, on the 5th inst., and there were few of the number who did not

take part in the spirited discussion arising from the proposal to institute a schedule of prices for supplies, materials and repairs that should be adhered to by all the members. As a result of the discussion, the general sentiment was evolved that until the association has at least two-thirds of the New York dealers numbered in its membership, the price schedule plan could not successfully be put into effect. Active steps for bringing in members are therefore to be undertaken. M. Braun was appointed the head of a committee to provide a pretentious social function of some sort for the association. Membership cards were issued to those who are enrolled.

### Merkel Branch in the Windy City.

Chicago is to have a distributing branch of the Merkel-Light Motor Co., of Pottstown, Pa., in competition with the other makers who have found the Windy City an advantageous strategic point for the conduct of their sales in the Middle West. The new arrangement was effected as the result of a visit by Edward Buffum, sales manager of the company. Fred Huyck is to be the Merkel motorcycle distributor for the district, his fame as a motorcycle racer putting him well in touch with the field. The branch will be at 2127 Michigan avenue. E. T. Van DeMark, who for some time has handled the Merkel in Chicago, and J. A. Turner, who starred on a Merkel in the recent F. A. M. Western District endurance contest, have been appointed sub-agents in the Chicago district.

### Crocker to Travel for Hendee.

A. H. Crocker has become a traveler for the Hendee Mfg. Co., of Springfield, Mass., in the western territory. He will cover Kansas, Nebraska and part of adjacent cent states in the interests of Indian motorcycles.

## NEW PLAN FOR READING STANDARD

**Creditors to Accept Preferred Stock for  
Their Claims—Making Ready for  
1911 Production.**

Unexpected difficulties having been met with under the receivership, in straightening out the affairs of the Reading Standard Co., Reading, Pa., a new and thorough reorganization plan is to be put into effect, by which the creditors are to take preferred stock of the company for their claims, leaving the company entirely free from debt and resulting in the lifting of the receivership. Under the plan as at present proposed, the creditors are to have full control of the business and the board of directors will be made up of representatives of the largest creditors, while Clinton E. Woods, who at present is the manager under the receiver, will be the general manager of the concern. Within two or three days of the submitting of the offer to the creditors, between 80 and 90 per cent. of them had approved it, practically insuring its being put into effect.

In order to carry out the plan and prevent the company's being closed out at forced sale, the stockholders of the company all have agreed to yield one-half of their present holdings of preferred stock and one-half of their holdings of common stock, so that the \$50,000 in preferred and \$100,000 in common thus available may be issued as preferred stock to the creditors instead of the latter taking an immediate cash liquidation that would involve a heavy sacrifice of the real worth of the property as a going business. All of the preferred stock of the company is to bear 7 per cent. cumulative dividends, and each creditor of



\$100 or more will receive preferred stock to the amount of his claim, all excess of the claim over even shares being paid in cash. The company is to reserve the right to redeem this preferred stock in three years from November 1, 1910, at \$105 per share and cumulative dividends.

The plan is what is sometimes termed "capitalizing the indebtedness," except that the company's stockholders themselves are making a yield of half their shares instead of greatly inflating the capitalization. The \$150,000 in stock which is thus made available is close to the \$152,000 in liabilities, and the odd \$2,000 is more than taken care of in the paying off in cash of small creditors whose claims are less than \$100 each.

In urging all the creditors to accept the plan, the creditors' committee, through its chairman, Clarence A. Earl, points out that with outstanding stock amounting to \$272,000, the assets of the company, according to the appraisers' inventory, amount in all to \$229,537.73.

"From this amount," says the committee's report, "a portion has been converted into cash, so that at the present moment we have about \$14,000 on hand, with receiver's liabilities for material purchases of about \$4,500, and still have on our books about \$20,000 accounts receivable. It can be seen from this that we have quite an amount of material, supplies and cash on hand for working capital. It is proposed, however, to establish banking relations in Philadelphia to properly finance the company with, for additional working capital, perhaps to the extent of \$75,000 or \$100,000, with which combination Mr. Woods feels that he will be able to get out from six to seven hundred thousand dollars worth of bicycles and motorcycles during the coming year. There is already a finished product which will amount to \$18,000 or \$20,000 more, that is being moved from day to day."

In explaining the necessity for reorganization and the prospects of a prosperous future for the company, the committee's report says:

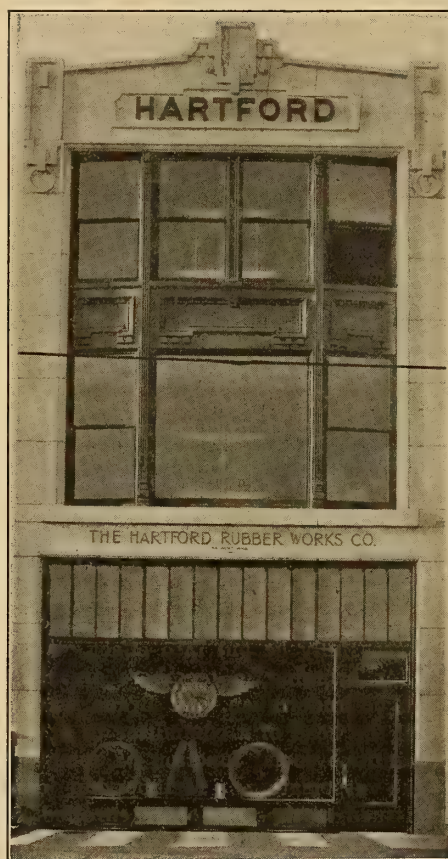
"Since May 4th we have been closely in touch with the affairs of the Reading Standard Co., to see if we could not help the company out of its financial difficulties. The condition of the company's affairs, however, by August developed to such a state that we decided the best thing to do was to put it in the hands of a receiver, and after going over the situation with the local people, it was decided that we would have the Pennsylvania Trust Co., of Reading, appointed as receiver, and Mr. Clinton E. Woods, of New York, made manager for the receiver.

"Mr. Woods rounded everything up in connection with the company's affairs to the point where he wanted receiver's certificates issued to the amount of \$138,000, which would have enabled the company to get out an \$800,000 output. Everything progressed rapidly to this point, but here the Pennsylvania Trust Co., for various

reasons which they give, were not disposed to help the company out in its finances by taking or selling the certificates, putting it up to the creditors to dispose of such certificates. Under this condition of affairs we looked into the company's possibilities

#### Hartford Has a New Home in Boston.

In Boston, Mass., a new home has been built for the branch of the Hartford Rubber Works Co., Hartford, Conn., the build-



ing being at 863 Boylston street. The structure has a marble front, and, as shown by the accompanying illustration, it is very ornate in appearance. It is designed to provide the Boston agents of the company with an appropriate place where they can meet customers and transact business under the most favorable conditions. Chase Langamid is manager of the branch. The new building is three stories high and has a frontage of 25 feet on Boylston street, with a depth of 100 feet. The offices and salesrooms are located on the street floor and are finished in quartered oak. The second and top floors are used as stock rooms, while the large and well lighted basement is used as a shipping room and repair shop. The immense storage space makes it possible for the branch to carry a factory stock of Hartford tires.

more fully, as worked out by Mr. Woods, and concluded that the best interests of all would be served by reorganizing the company at once. The season is so advanced that unless we get immediate action it will

be impossible to get in our materials in time to get the output finished for the coming season.

"Mr. Clinton E. Woods, who will be the general manager under the new management, is a man thoroughly capable of looking after the affairs of this company, and from the investigation that has been made he assures us that the business can be made profitable; but it is necessary to get this plan in operation at once, so that Mr. Woods can place his orders for material to manufacture machines, thereby taking advantage of the 1911 season's trade. The outlook is exceedingly good for a profitable year, covering the lines of both bicycle and motorcycle trade."

The large merchandise creditors who are sponsors for the plan include the Corbin Screw Corporation, New Departure Mfg. Co., Bosch Magneto Co., Eclipse Machine Co., Troxel Mfg. Co., Duckworth Chain & Mfg. Co., Vulcan Iron Works, K. & C. Mfg. Co., Pittsfield Spark Coil Co., Racine Foundry Co., and the Standard Co.

#### Greyhound Property to Go at Auction.

Public sale of the property of the bankrupt Greyhound Motor Works, of Buffalo, N. Y., which was to take place on November 14, as been postponed to November 21 by order of the court. The sale is scheduled for 12 o'clock noon at the factory, 1443 Niagara street, when the entire property will be sold as going business and also in departments. The company's inventory shows finished parts and accessories, \$20,237.74; motorcycles in stock, \$1,265; machinery and equipment, \$9,437.39; patents, \$7,500; accounts receivable, \$2,083.84. The appraisers appointed by the court have appraised the property, not including patents, at \$15,171.97, while the total indebtedness of the concern is \$33,688.16. The trustee in bankruptcy is W. C. Overman, 1443 Niagara street.

#### Robinson Lands His Burglar.

On the charge of breaking into the bicycle and motorcycle store of Henry W. Robinson, of Waltham, Mass., and stealing a motorcycle, Edward F. Linton, aged 22, of Somerville, Mass., has been arrested and placed under \$2,000 for examination before the grand jury. The theft took place last July, but recently Linton tried to sell the motorcycle to a young man in Somerville, who gave it a trial trip to Boston. In the latter city it was recognized at one of the motorcycle establishments as the machine that had been stolen in Waltham, and the police were notified. Linton's arrest followed, and he readily admitted the theft.

#### Cycle Wheel Inventor is Dead.

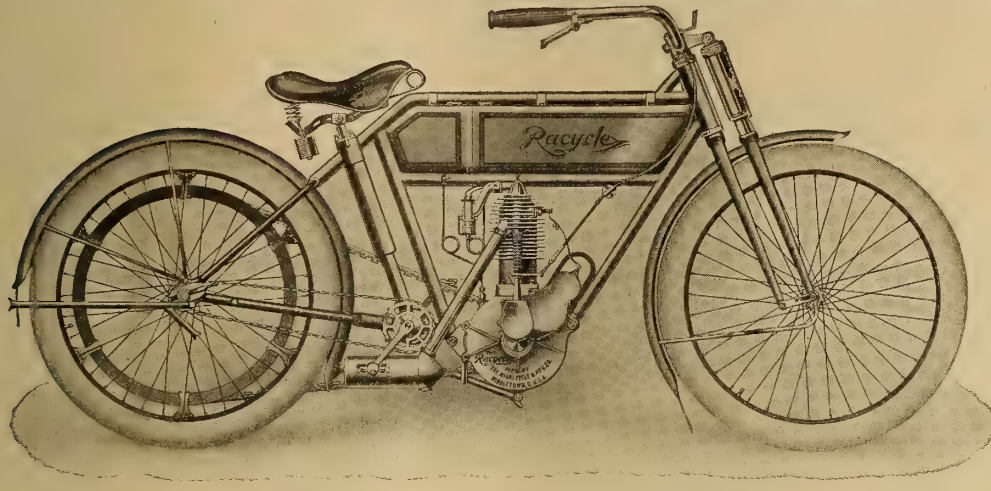
John Gardner Buzzell, an inventor of cycle devices and shoe machinery, died of paralysis last week at his home in Lynn, Mass. He was 84 years old. Among his inventions was a bicycle wheel, the rights for which he sold to the Pope Mfg. Co.



## FOUR MODELS OF MOTOR RACYLE

Free Engine Clutch for V Belt Models—  
Flat Belt with Idler—Spring Seat  
Post Equipment.

Either flat belt and idler, or V belt and free engine clutch, are provided in the Racyle four horsepower motorcycles for 1911, and the machines, which are made by the Miami Cycle & Mfg. Co., of Middle-



RACYLE WITH V BELT AND MAGNETO IGNITION

town, O., are characterized by a ball bearing engine and a shock absorbing cushion spring seat post, having three internal springs, two of which are for taking direct shock while the third is for easing the rebound. Choice is given of battery or magneto ignition, so that there are four models. The free engine clutch, as used in the V belt models, is controlled from the handlebar grip. The engine is of the medium high speed type, and is fitted with imported annular bearings requiring no adjustment, and reducing friction. The cylinder is one piece. Bore and stroke are  $3\frac{1}{4}$  and  $3\frac{1}{2}$  inches respectively, giving 30.59 cubic inches displacement.

In the frame construction the lines have been altered to some extent from previous models to afford a lowering of the riding position. The frame is of the straight double bar type, with  $4\frac{1}{4}$  inch tubing of 16 gauge. Suspension of the motor is effected at three points. The rear fork ends are long, allowing two inches lateral adjustment for the belt. Spartan tanned, sectional type, riveted leather V belt is used with the free engine clutch machines, and flat belt with the idler.

The Racyle free engine clutch is of the disc type and is incorporated in the engine belt pulley. It operates without oil and is claimed to have as much friction surface as the clutch of a small automobile. By means of the device it is possible to start the machine smoothly and without jerk, and as the clutch is controlled from the grip, it is possible to drive the machine almost as slow as a walk. It is claimed for

it that it will not heat up and that it is "fool-proof" in construction and operation. The clutch has what is represented as a new and original feature in a ball bearing which takes the friction load between the free position and the engaged position. It is so designed that when engaged it has no end thrust.

Lubrication is by a sight feed system capable of accurate regulation. Half a gallon of oil may be carried in the oil tank, and the fuel tank takes two gallons. Only

two standard dry cells are required for the battery models, in connection with Pfanstiehl "pan cake" wound cells, while for the magneto models the Bosch equipment is used. The imported Brown & Barlow carbureter, from England, is fitted, with throttle and air both controlled from the handle-

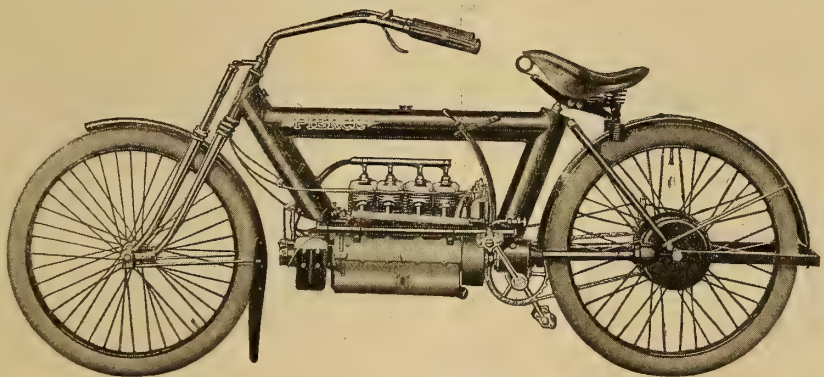
bar. The muffler has a cut-out conveniently placed for operation by the foot.

For riders of varying weights there is an adjustment in the spring fork, which is of the plunger and barrel type. The spring suspended seat post further serves to lessen vibration. Troxel saddle and Rough Rider extension grips contribute to the same result. Braking is accomplished by means of the improved Musselman armless and air-cooled motor brake, and the stand for the rear wheel is independent of the rear axle. Indianapolis G & J double clinch tires,  $28 \times 2\frac{1}{2}$  are supplied. The wheel base is 56 inches.

## DETAIL CHANGES IN THE PIERCE

General Features of Four Cylinder and Single Cylinder Models are Retained—  
Tanks in the Tubes.

With a four cylinder model, having two-speed sliding change gear and a multiple disc clutch, and a single cylinder model with flat belt drive and a lever-operated release or tension idler, the offerings of Pierce motorcycles for 1911 are similar to those of 1910, except that a number of detail improvements and refinements are incorporated in the machines without radically altering the main general features of their construction. Both the single and the four cylinder models have magneto equipment, the Pierce Cycle Co., of Buffalo, N. Y., making no battery models. As before, the frame tubes are utilized for carrying gasoline and oil, eliminating the necessity for separate tanks. The main frame tubes are  $3\frac{1}{2}$  inches in diameter. Grip control is provided, through Bowden wire mechanism. The four cylinder model, with a wheel base of 60 inches, sells for \$400, and has cylinders of "T" head design, with the valves on opposite sides. The stroke is  $2\frac{1}{4}$  inches, with 2 7-16 bore, giving six to seven horsepower. The two-speed free engine devices are operated by a single hand lever on the left side of the frame, and in shifting the gears the clutch is automatically disengaged. An outside band brake, auxiliary to the usual hub brake, is operated by a hand lever on the right grip. Force feed lubrication by



FOUR CYLINDER PIERCE WITH SLIDING GEAR TWO-SPEED

gear pump is employed. The single cylinder model, which is priced at \$250, has bore and stroke of  $3\frac{1}{4}$  by  $3\frac{1}{2}$ , and is rated at five horsepower. It has a wheel base of 54 inches. Both models have double spring forks with Pierce hygienic cushion.

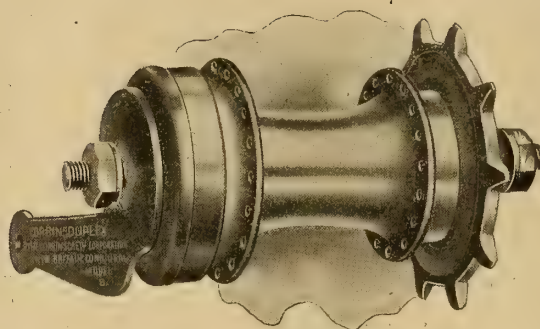
### Jarvis Elected to Succeed Corbin.

Charles M. Jarvis has been elected president of the American Hardware Corporation, succeeding the late Philip Corbin. Charles H. Parsons was chosen by the directors as vice-president. No other changes in the list of officers has been made.

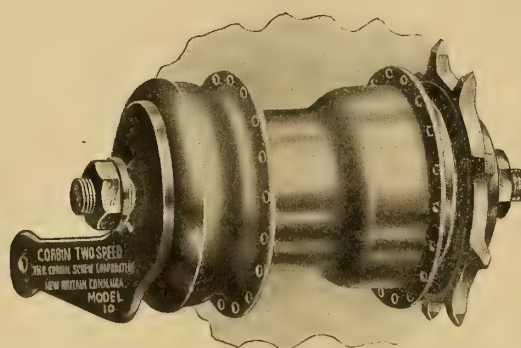


# CORBIN

## Coaster Brakes for Bicycles



CORBIN DUPLEX COASTER BRAKE  
supplied in standard or narrow width; also a special  
size for tandems.



CORBIN TWO-SPEED COASTER BRAKE  
gives a high and low gear on the one machine, in  
combinations from 42 to 160 gearing.

### CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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NEW YORK, NOVEMBER 19, 1910.

"Enclosed please find my subscription for the Bicycling World and Motorcycle Review. I can never wait until the postman brings your paper, I like it so much."  
—Albin Strobel, Jersey City Heights, N. J.

## Banishing the Exuded Oil Evil.

It sincerely is to be hoped that the 1911 models will show some marked advance in the way of being oil tight at the engine, for up to the present time the machines which retain the oil instead of spraying it to the exterior of the machine and to the rider can be counted on the fingers of one hand. This fault is not due to worn bearings entirely, for it is noticeable in new machines, and neither is it due to over-oiling, for some machines equipped with properly regulated mechanical pumps spray the oil out through the valve push rod guides, the crank case breather and the main shaft bearings.

This exudation of oil seems largely due to the pressure created in the engine base on the downward stroke of the piston, and if the relief valve were large enough to relieve this pressure before it could become strong enough to carry the oil with it as it escapes at the various shaft openings it

would seem that the problem would be close to solution. The breather valve also should be so constructed as to prevent any air being drawn into the base on the upward stroke of the piston. Some relief valves now in use are intended to do this, but in most cases they fall far short of the mark.

There seems no reason why all shafts which protrude through the crank case could not carry oil deflecting collars and return channels so that as the oil reached the collar, which of course should be enclosed, the lubricant would be carried back to the sump through the return channels. Felt stuffing boxes in the push rod guides would prevent any oil escaping past this point. Sometimes oil finds its way through the seam where the halves of the case meet, but this usually can be remedied by tightening the case bolts or at any rate by thoroughly shellacking the edges where they are joined.

One of the chief objections raised against the motorcycle is that it is dirty and greasy. In support of this objection, one has only to look over a gathering of machines at a racemeet—not the racing machines, but those belonging to spectators who are private owners. It will be found that not more than one or two out of a dozen really are free from oil that has sprayed out of the engine base and covers the outside of the case and everything near it. Since all the other requirements of the motorcycle are being so well met by careful design and manufacturing enterprise, the dry cleanliness of engines free from exterior oil should soon be a standard instead of an exception.

## Customers Gained by Demonstrations.

Directly to the dealer comes the problem of how to make people want motorcycles badly enough to buy them. Without tracing the psychology of the matter, it is beyond dispute that the best way to make people want motorcycles is to give them a demonstration ride, if only for a very short distance. In fact, the distance need only be very short—just enough to create an appetite for more, rather than a long ride that would temporarily satiate desire.

As it is now, recruits to motorcycling are made chiefly through the rides that present owners give to their friends, but as the business grows and competition compels the creation of large numbers of new customers, it will be necessary for the dealers

to make provision for giving demonstrations in some systematic way. A great many lessons can be drawn from the field of motor car selling, where the demonstration is the big thing, both in creating the desire for ownership and in giving the salesman opportunity to explain the individual merits of his machine and to close the sale.

After selecting a stretch of smooth road or pavement where there is little traffic and where the danger of the novice getting into trouble is very slight, the dealer can "go gunning" after likely candidates and persuade them to take a demonstration. He will receive plenty of requests for demonstrations from youths who are in no sense likely to be customers, and these requests in most instances should be tactfully left unsatisfied, in order to save the demonstration machine for men who are able to buy a motorcycle.

No prospective customer should be allowed to take a machine off on a long jaunt by himself. The demonstration should be a brief, snappy affair, with the dealer or his representative right on the ground to talk about the machine and to put things right immediately should any minor trouble develop as the result of the prospect's inexperience or carelessness.

With proper precautions to prevent the machine being stolen and to give the prospective customer a good taste of motorcycling's pleasures, the demonstration, accompanied by salesmanship, is bound to be the greatest power in increasing the army of motorcycle purchasers.

## Discretion in Orders for Prizes.

Where riders receive orders on jewelers or others firms for prizes won, it is a wise plan to say nothing about the order until after the article desired has been selected, and the time comes to make a settlement. In this way one is assured of getting the full value of one's prize, whereas if the order is presented first the article given in exchange for it sometimes will be quite different from that which would be offered ordinarily and will really be worth considerably less than the full value called for in the order. This substitution is practiced quite frequently by firms upon which orders for prizes are drawn, and while the presentation of the order after the prize has been selected may cause gnashing of teeth on the part of the salesman it will insure the rider getting a square deal.



# Coming Events

## 1910 November 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

November 20, San Antonio, Texas—Motorcycle meet at International fair.

November 20, New York City—Motorcycle Touring Club of New York-Concourse Motorcycle Club 75 miles interclub non-stop run on Pelham Parkway course for Betts trophy.

November 24, New York City—Motorcycle Touring Club of New York's gymkhana trials on Pelham Parkway.

November 24, Long Branch, N. J.—Long Branch Cycle Club's three hours bicycle team race.

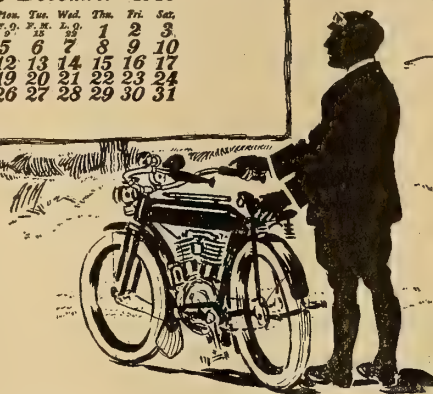
November 24, Savannah, Ga.—Savannah Motorcycle Club's race meet on Grand Prize course.

November 25, Baltimore, Md.—Racyle Bicycle Club's 12 miles road race handicap; open.

November 26, Buffalo, N. Y.—Indoor bicycle races at 74th Regiment Armory athletic meet.

December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.



January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

color of the vehicle they will not appear at all conspicuous.

## Oshkosh Motorcyclists Organize.

Twenty-six motorcyclists of Oshkosh, Wis., recently organized the Oshkosh Motorcycle Club, with the expectation of having 35 charter members when the list closes on December 1. The club has moved into commodious quarters and an invitation is extended to all visiting motorcyclists to call while in the vicinity. The officers elected were: President, N. J. Houze; vice-president, J. Scheuer; secretary-treasurer, E. J. Owens. Social meetings will be held during the "off" season and touring and racing will be among the drawing cards for next year.

## C. R. C. A. Annual Dinner Dates.

The fourth Saturday in January has been decided on by the Century Road Club Association as the day on which the annual dinner will be held each year. In line with this decision the members will assemble at the Broadway Central Hotel, Broadway and Third street, New York City, for the "feed" which will be served there on January 28, 1911. Arrangements have been made for an excellent meal at \$1.50 a plate.

## Bay Views to Start Roller Series.

With the idea of inaugurating a monthly home trainer meet, the Bay View Wheelmen have invited the local bicycle racing talent to partake in the first contest on rollers, to be held at their club house in Newark, N. J., on the evening of the 30th inst. A special request has been made to Frank Blatz, the national amateur champion, that he ride an exhibition.

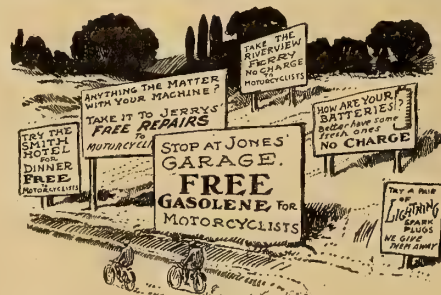
## Armory Racing for Buffalo.

Saturday night, 26th inst., will mark the opening of the indoor athletic season at the 74th Regiment Armory, Buffalo, N. Y., and a promising card of events has been arranged, including two bicycle races. These will consist of a two miles lap race and a one mile handicap, respectively.

## Los Angeles Coliseum Closes.

There will be no more racing at the Los Angeles (Cal.) Coliseum until the holidays. Manager Ernest Pye and Jake Derosier now are on their way East.

## FAMILIAR NAMES ILLUSTRATED.



"NEW ERA"

## Avoid Filing for Platinum Points.

When platinum contact points become worn or pitted, they never should be dressed with a file or emery cloth, for while either method gives a new contact surface, it also wastes considerable of the metal, which is extravagant, as it makes frequent replacement necessary. Instead, the spring or screw on which the platinum is mounted should be removed and the contact point tapped lightly with a hammer, which method will give a new surface without removing any of the metal, thus making the points last much longer. Platinum is quite expensive, as all motorcyclists know, and few get the maximum wear from the points owing to frequent dressings with a file or emery cloth.

## Tape to Prevent Belt Slippage.

While covering the pulleys with leather has obviated to a great extent the tendency of a flat belt to slip, it is not a wet weather cure-all, and after the belt has become well splashed with mud and water it will slip considerably, no matter how much the tension is increased. This situation is not at

all comforting when there are steep hills to be climbed, but there is a remedy and a simple one. It consists of wrapping the pulley with tape, taking care to wind it in the opposite direction in which the pulley runs, so that the tape will not unwind when the engine is running. The tape of course will wear in time and require renewal, but while it lasts the belt will hold while wet as good as in dry weather. Owing to its large surface area it is not necessary to wrap the rear pulley, but of course if there is plenty of tape available such precaution is not objectionable.

## Rubber Balls for Oil Cup Tops.

To prevent dust and dirt accumulating on grease cups and snap oilers which supply the steering knuckles and other parts of tri-cars with lubricant, small hollow rubber bouncing balls are just the thing. The air-hole in the ball should be enlarged until the latter can be snapped over the oil cup and pushed down so that the rubber grips the lower neck of the cup tightly. The balls will exclude all dust and water and are easily removed. By painting them the



# Follies of Home Assembly for Saving Money

Trying to get inside the list price of an article has been a favorite diversion of mankind from time immemorial, and the motorcycle field is no exception. Many and ingenious have been the methods devised by economically inclined enthusiasts to obtain a machine for less than the catalog price, the schemes ranging from splitting the commission with a back-woods agent to purchasing the parts piecemeal and assembling them in the attic during spare time. Such clever people rarely stop to think that their plans have in most cases been anticipated and checkmated, and it is rare, indeed, that one is able to "put one over" in this way, except, of course, when the agent is willing to violate his business obligations and sacrifice a portion of his profit in order to make a sale.

It is quite generally known that in motorcycle manufacture the labor cost is the largest item, as it is in many other lines, and some persons have sought to take advantage of this fact by seeking to eliminate the labor charge in the cost of the machine. Believing that it represents a considerable figure, the "something-for-nothing" individual reckons that if he purchases the parts and assembles them himself he will be able to secure a motorcycle for much less than a factory built machine would cost him. Imbued with this delusion he gladly will put in many hours of labor in assembling the parts, but if he first glances through a parts catalog he will glean some startling facts which promptly will dissuade him from trying to beat the game in this way. In fact, there is no more expensive way to buy a motorcycle than to purchase the parts separately and assemble them on the kitchen table or in the back yard.

With a twin cylinder machine listing at \$275, which is a popular price, if the parts were purchased separately, even in complete units where a slight saving can be effected, the total cost would be nearly \$450. Not only this, but much fitting is necessary, despite the fact that many parts are made by automatic machinery, and in jigs and fixtures. When an outsider attempts to figure out many of the problems in assembling that the factory has already solved, he has some job on his hands.

The experiences of a clever mechanic in a large New England city, who sought to get a motorcycle cheap by buying the parts and assembling them himself, well serves to illustrate the futility of such a plan. In this case, the conditions were unusually favorable, for the fellow had an expert knowledge of motorcycles, a well equipped work room in the attic, access to special

tools of all kinds in the factory where he worked and, best of all, an arrangement by which he was able to secure the parts at less than the regular price. The reduced prices on parts, which were a most alluring help toward the success of the plan, were obtained by purchasing them through a friend, who had a relative with the agency for a machine in a small town. Through the intercession of the "go-between," the agent agreed to take a small profit and sell the parts for less than list, as a personal favor.

Everything having been arranged, orders were placed for the frame group first, the originator of the plan placing fresh orders weekly as his finances permitted. During the week and on Sundays the work of assembling went on, and as special tools were needed they were made at the factory during the noon hour. Small parts that needed drilling or slight machine work to make them fit were brought to the factory to have the work on them performed, and many of the shopmates of the motorcyclist were enlisted in the cause. These friends were employed in various departments where it was quite convenient to perform some small job when the boss was not around, and in this way a considerable amount of preliminary work was done.

Work had not gone far before the builder found that he had quite a task on his hands, as little problems cropped up for solution, and these tangles became more difficult to solve as the machine grew. When the assembling of the engine was begun, the

builder's troubles commenced in earnest, and before he had finished it he became periodically discouraged and was tempted to abandon the work. The one thing that held him to the task was the fact that he had by this time invested considerable money in parts which could not be returned. By this time he began to realize that before he had completed the machine it would cost much more than if he had bought one from an agent. However, he finally determined to see the thing through.

In the building of the engine so many snags were struck that many a night after working until midnight not a bit of progress would be made. A friend's engine was dismantled to learn if possible how certain things were done. After a month of struggling the engine finally was assembled and the rest was comparatively easy.

After the machine was completed, preparations were made to try it out on a stand, as the carbureter required adjustment as well as the valves and ignition. It was with much trepidation that the first attempt was made to start the machine, and it was unsuccessful. By this time the builder had gone too far to become discouraged and stuck to the work with dogged perseverance. After much tinkering with carbureter and spark the machine finally was put in running order and taken out on the road. This was a test that brought out many defects, and after every trial a change had to be made, either in the carbureter, the timing or the valves. When the machine was set for high speed it would not run slow, and vice versa.

The chief difficulty was in getting the carbureter right, but after trying other carbureters of the same make, both complete and in sections, the builder finally hit things right or nearly so. While the machine was fairly satisfactory, it seemed to lack the snap and vim of factory built machines of the same model, and the builder was thoroughly convinced that his experiment had been a failure, a conviction shared by several others "in the know."

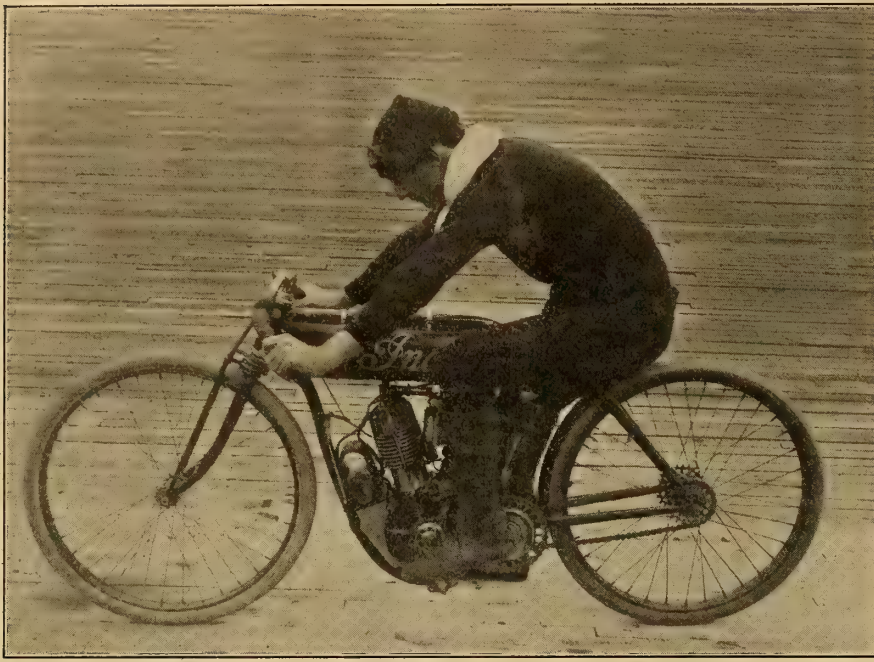
Not only had it cost him much more in money and time than if he had bought a machine from an agent, but the home creation did not give satisfaction, which was the severest blow of all. Continually there was something getting out of kilter, and the owner finally sold the machine for little more than half what it cost him. Long before he had finished building it, he remarked that had he known the difficulties ahead of him he would not have undertaken the job for a thousand dollars, and that even with the knowledge he had acquired he never would do it again.



A "SINGLE"



## RACING POSTURE OF A RECORD BREAKER



After making the record breaking distance of  $79\frac{7}{8}$  miles in an hour, at Los Angeles, Cal., on October 29, Derosier posed for this picture of his racing position.

## Clayton Injured in an Impromptu Race.

While indulging in a friendly road race with two companions to settle the question as to who had the fastest machine, Clarence Clayton, 30 years old, a well known cycle dealer of Long Beach, Cal., was thrown from his machine with terrific force when a tire exploded, and while lying prostrate in the road was struck by the machine of Allen Murphy, who did not see him in the thick dust clouds. Clayton received a fracture of the skull, which probably will result fatally. Murphy also received severe injuries, while Bryton, the other man in the race, just managed to avoid crashing into his companions. The match was the concluding event of a meet which the Long Beach Motorcycle Club had been holding on Temple street in the eastern part of the town. The course extended from Huntington Beach tracks to the top of Signal Hill. Clayton had a 7 Indian, Murphy a 6 Merkel, and Bryton a 7 Harley-Davidson, and there had been many warm arguments between them as to whose machine was the fastest, so they decided to settle it once for all after the races were over. As the riders started, Clayton shouted to the others: "You can't talk to me again." He immediately developed great speed and pulled away from the others and was lost in a cloud of dust. When the riders reached Signal Hill all were going at top speed, with Clayton far in the lead. About half way up the hill there is a bridge spanning a deep gully, and as Clayton's front wheel struck the bridge, the tire exploded with a report that was heard for quite a distance. Clayton was hurled headforemost over the bars, landing 20 yards away.

When he struck he was conscious and attempted to crawl out of the path of the oncoming machines, but was too late, for suddenly out of the dust loomed Murphy, coming at full speed. His machine struck Clayton in the head, inflicting horrible gashes. When Bryton came up and saw what had happened, he and Murphy picked up Clayton, after which Bryton remounted and dashed away for an ambulance to hurry the injured man to a hospital. Upon his arrival a hasty examination was made, revealing a fracture of the skull, and little hope is entertained for his recovery.

## Van Dewara Dies from His Fall.

Edgar Van Dewara, 20 years old, of Brooklyn, N. Y., a popular member of the Empire City Wheelmen, died on the 5th inst. from a fractured skull sustained in a fall from his bicycle at a dangerous spot known as "Kennedy's Gutter" at the Park Circle end of the cycle path opposite the parade grounds, where many cyclists and motorcyclists have been injured in the past. His funeral occurred on Election Day, 8th inst., and was attended by a delegation from the club.

Indignation runs high among the members of the E. C. W. over the attitude of Park Commissioner Kennedy, of Brooklyn, who caused the removal of a flagstone which spanned the gutter for years, and who has refused to heed the many appeals toward making the spot safer for cyclists.

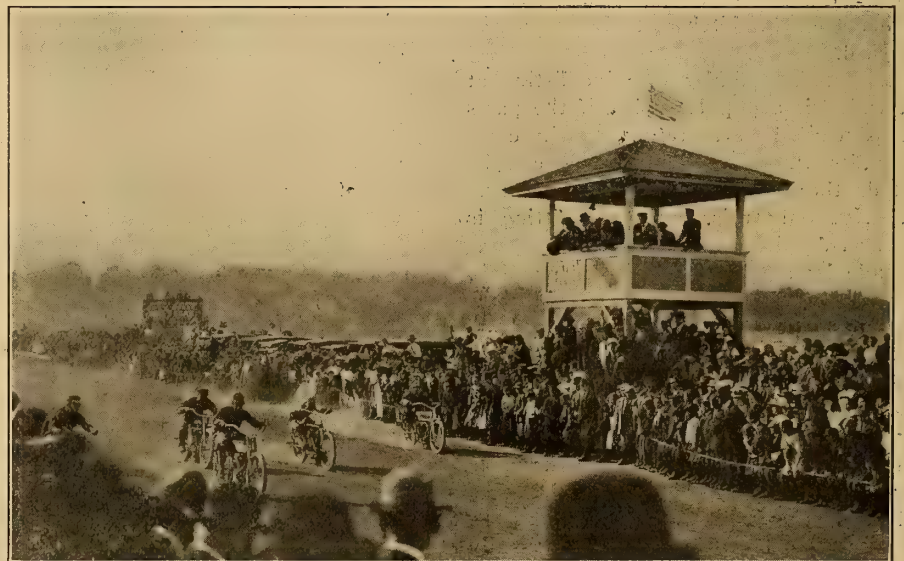
## Motorcyclists at Lindel's Funeral.

With a motor-ambulance bearing the deceased, a motor truck filled with flowers, and friends following on 25 motorcycles and 20 automobiles, the funeral cortege of Walter Lindel, of Kansas City, Mo., the motorcyclist who was killed last week by crashing into a wagon carrying a tombstone, rolled through the streets on the 12th inst., the strangest procession of its kind ever seen there. Among the 200 friends who attended the services were many attired in motoring apparel.

## Davis Hurt on Shreveport Track.

Pitched head foremost against a fence by the bursting of a tire, while giving an exhibition at the State Fair track on the 13th inst., Richard W. Davis, of Shreveport, La., sustained serious and probably fatal injuries. Davis, who was a concrete contractor, had achieved quite a local reputation as a motorcyclist.

## MOTORCYCLES ECLIPSE THE TROTTING HORSES



Numerous county fair meets have shown that the motorcycle races draw better than horse races. The scene is the start of a race at the Oshkosh, (Wis.) fair.



**WHITTILER WHITTLES THE RECORDS****Makes Six Miles in 4:48 $\frac{3}{4}$  at Los Angeles****Coliseum—Samuelson Shows Speed****—Graves Scores.**

Cannon ball style of traveling, from gun to gun, was responsible for the shattering of two track records at the weekly meet at the Los Angeles (Cal.) Coliseum, Sunday, 6th inst. Those who were responsible for the readjustment of the record table were F. E. Whittler, the Merkel wizard, and T. M. Samuelson, of Salt Lake fame. In a match race, Whittler whittled off six miles in 4:48 $\frac{3}{4}$ , shaving one and three-fifth seconds from the former track record. In the professional handicap, Samuelson breezed a lap in 12 $\frac{1}{4}$  seconds, a new professional mark for the track and equaling the amateur figures. The racing was much more exciting than in the opening meet the week previous, and the victories were all hard earned by close margins.

It was not until the eight miles pro handicap, the headliner on the card, was staged that the riders awoke the crowd in earnest. Whittler was on scratch, and although T. M. Samuelson was offered a handicap of 250 yards he had such confidence in his Indian that he refused it and insisted on starting from the honor mark. Senhouse, Merkel, did not turn down the 600 yards allowance offered to him. From the break the men turned on all the juice the track would stand, and the finish of the first mile saw Whittler showing the way. In the second circuit Samuelson commenced to close up, and at the third mile was leading Whittler by a small margin. Senhouse had been overhauled by both the leaders and was trailing along in third place. Samuelson continued to gain until he had piled up a lead of half a lap, and here Whittler held him until the sixth mile, when he gave the Merkel its head and commenced to devour Samuelson's lead in great chunks. In the seventh mile Whittler gained the lead and increased it to 150 yards at the finish.

After being caught napping in the first heat of his match with Kittle, and finally being forced out of it by the puncture demon, Whittler "came back" and won the match in straight heats. In the first heat neither man was willing to take the lead and there was considerable stalling until the fourth mile, when Kittle who was in front jumped and caught Whittler unprepared. By the time Whittler got in pursuit, Kittle and his Indian were quite a way in front and going strong. Whittler was gaining slowly when with three laps to go a tire flattened and Kittle won without further opposition. The time was very slow, 5:19 $\frac{1}{4}$ . In the second heat Whittler led all the way, but was pressed hard by Kittle. With honors even, the final produced some comet-like riding, and Whittler

was pushed so hard that he was forced to break the track record to win.

Graves, Merkel, had no difficulty in winning the four miles event for trade riders, defeating Ward and Verrall, but in the six miles handicap he was unable to bring down the field from scratch and had to be content with third. Ward, who had ten seconds, rode like a fiend and took first, while Peck, Excelsior, checked in second on a 50 seconds leeway. T. M. Samuelson, Indian, romped home a winner in the eight miles pro free-for-all, while Senhouse, Merkel, showed the way to W. E. Samuelson, similarly mounted.

The private owners' events were divided between Knappe, Indian, who captured the four miles handicap, and Peck, Excelsior, who bagged the six miles race for singles. Two thousand people were present. Summary:

Six miles, private owners, single cylinder machines—Won by Ray Peck, Excelsior; second, Don Johns, Thor; third, Erwin Knappe, Indian. Time, 6:32 $\frac{3}{4}$ .

Six miles professional match, F. E. Whittler, Merkel, vs. Hubert Kittle, Indian—First heat won by Kittle; time, 5:16 $\frac{1}{4}$ . Second heat won by Whittler; time, 4:58 $\frac{3}{4}$ . Third heat and match won by Whittler; time, 4:48 $\frac{3}{4}$ .

Four miles handicap, private owners, free-for-all—Won by Erwin Knappe, Indian (500); second, J. R. Kittle, Thor (scratch); third, Ray Peck, Excelsior (500). Time, 4:26 $\frac{1}{4}$ .

Six miles free-for-all handicap, four horsepower machines—Won by Al Ward, Merkel (10 seconds); second, Ray Peck, Excelsior (50 seconds); third, M. J. Graves, Merkel (scratch). Time, 6:31 $\frac{1}{4}$ .

Eight miles, free-for-all, professional—Won by T. M. Samuelson, Indian; second, Steve Senhouse, Merkel; third, W. E. Samuelson, Merkel. Time, 6:33 $\frac{1}{4}$ .

Eight miles handicap, professional—Won by F. E. Whittler, Merkel (scratch); second, T. M. Samuelson, Indian (scratch); third, Steve Senhouse, Merkel (600). Time, 6:36.

Four miles, trade riders—Won by M. J. Graves, Merkel; second, Al Ward, Merkel; third, E. Verrall, Excelsior. Time, 3:44 $\frac{1}{4}$ .

**Marshall Defeats Baker in Match.**

Averaging nearly 56 miles an hour, Frank Marshall, of Terre Haute, Ind., won an easy victory over Erwin Baker, of Indianapolis, in a 100 miles match at the fair grounds track in the latter city on the 8th inst. Marshall, who made three stops, reeled off the century in one hour and 48 minutes. Baker was forced to retire in the 61st mile with carburetor trouble. Both men rode 7 Indians. It is said that the object of the race was to lower the 100 miles "dirt track record," but it was unsuccessful, for this somewhat fictitious honor is claimed by Irwin Howich, of Columbus, O., who has a mark of 1:45:23 for the century.

**SAUCER FOR SAN FRANCISCANS****Board Track at Oakland to Be Opened on****Christmas Day—San Francisco Club****Gets Busy.**

Long standing and keen rivalry between Los Angeles and San Francisco motorcyclists promises to be intensified in the near future when the new half mile board track is opened on the outskirts of Oakland. Of course the redoubtable Jack Prince is responsible for the new dish, which is situated at Elmhurst, three miles from Oakland, and will be inaugurated on Christmas Day. With such a worthy rival of the Los Angeles "piepan" and the same salubrious Pacific Coast air, San Francisco motorcyclists are looking forward to some lively racing and even go so far as to boast of wresting some of the records from their southern rival. Naturally the building of the new track has accelerated interest in motorcycling in the middle northern section of the state, and this enthusiasm has been reflected in a healthy growth in membership of the San Francisco Motorcycle Club, the arbiter of things motorcycling in that section. The club has a membership of about 150, and recently took in 26 new members. W. G. Collins, the well known racing man, is president. Recognizing the importance of cultivating the social feature, the club makes a special appeal to lady motorcyclists, and now has 15 members of the fair sex on its membership roll. Their dues are purely nominal, 25 cents a month.

**Texans See Fast Track Work at El Paso.**

Visitors at the El Paso (Tex.) fair saw some exciting motorcycle races on the 4th and 5th inst. on a half mile track. Two races were held each day and provided close finishes. On Friday, the opening race was a five miles for singles, and was won by Abe Aguilar on an Excelsior in 6:25. J. H. Shinn, Thor, beat J. G. Kirste, Excelsior, for second. Kirste fell in the seventh lap, but remounted and went on, the spill probably costing him second place, but he escaped injury. H. S. Fruit won the five miles free-for-all in 7:08, with J. Schwartz, Indian, as the runner-up. Kirste again ran third. A ten miles race on Saturday was the feature event and was won by Aguilar, Excelsior, after Schwartz seemed to be a sure winner. The latter led until the 16th lap, when his ignition became deranged and he fell behind, being passed by Aguilar and Kirste, who finished in that order. The time was 15:43 $\frac{3}{4}$ . The ten miles handicap which was the wind-up was a thriller. Schwartz, who had overcome his trouble, started with 50 seconds allowance, and went like a deer, never being headed. His time was 15:17 $\frac{1}{4}$ . Shinn on the Thor finished second, and Kirste was third.



## C. R. C. A. OFFICERS NOMINATED

**Adee Again Heads the Ticket—Division Nominations—Amendments to Nationalize the Association.**

Nominations of officers, both national and district, for 1911 of the Century Road Club Association have been announced. The national nominations are as follows: President, D. M. Adee, Metropolitan, L. I.; first vice-president, Paul Thomas, North Tarrytown, N. Y.; second vice-president, F. C. Graf, Jr., Richmond Hill, L. I.; recording secretary, J. A. Olsen, Brooklyn, N. Y.; financial secretary, J. M. Mitchell, Greenwich, Conn.; treasurer, R. A. Van Dyke, New York City. All except the secretarieships are renominations, President Adee being chosen for his sixth term and Treasurer Van Dyke for his third.

For the Eastern Division, which comprises all territory east of the Ohio river excepting Long Island, the following nominations have been made: Centurion, A. R. Cooley, Westchester, N. Y.; secretary, J. W. Clement, New York City; treasurer, J. B. Hawkins, New York City; captain, J. P. Berlenbach, New York City; directors, S. Segal, F. Larsen, B. Baker, C. B. Baker, George Polascy.

Composing the official ticket of the Long Island Division are the following: Centurion, E. Greenbaum; secretary, W. O. Stewart; treasurer, H. Kampe; captain, J. A. Olsen; directors, D. M. Adee, J. E. Davis, G. Glunz, J. F. Paulsen, F. C. Graf, Jr. All of the nominees reside in Brooklyn borough.

In addition to the election of officers the following amendments will come before the annual meeting for ratification:

"To vest in the national board authority to consolidate the Eastern and Long Island divisions into one division to be designated the New York Division; and to authorize the national board to fix the limits of such division as coincident with the boundary of a division in each of the several states, and to appoint a centurion in any state not having a division organization, the members not so organized to be known as members at large.

"To amend the national by-laws so as to increase the annual dues paid by active members from two to three dollars, two-thirds paid by the members of a division to be turned over to the treasury of the division."

In view of the belief in some quarters that cycling is on the decline, the proposition of a cycling organization to increase the cost of membership is significant. The amendment to increase the dues was offered by the Eastern Division, which has the bulk of the association's membership, after it had been unanimously passed at a special meeting called to act upon it. In

the renomination of President Adee and Treasurer Van Dyke, respectively, is indicated a disposition to continue the close relationship existing between the Association and the N. C. A., as these nominees now occupy the positions of president and secretary respectively of the latter body.

### Morrison Leads in C. R. C. A. Scores.

S. R. Morrison was the leader in the century and mileage competition of the Century Road Club Association, New York City, on October 31, when the last scores were compiled, according to an announcement by Sylvain Segal, chairman of the road records committee. The individual standing is as follows: 1, S. R. Morrison, Bronx; 2, C. B. Ruch, Manhattan; 3, S. Segal, Manhattan; 4, A. R. Cooley, Bronx; 5, J. B. Berlenbach, Bronx; 6, J. M. Mitchell, Greenwich, Conn.; 7, B. Baker, Bronx; 8, George Bieregel, Manhattan; 9, J. A. Alson, Brooklyn; 10, H. G. Lilienthal, Manhattan; 11, E. States, Brooklyn; 12, D. W. Moore, Bayonne, N. J.; 13, J. W. Clement, Manhattan; 14, L. Segal, Manhattan; 15, F. Lilienthal, Manhattan; 16, R. Zarr, Manhattan; 17, J. Arcaro, Manhattan; 18, H. Kelley, Manhattan; 19, F. Larsen, Manhattan; 20, G. Polascy, Manhattan; 21, I. Taub, Hoboken, N. J.; 22, P. Wollenschlager, Manhattan; 23, A. Lederer, Manhattan; 24, F. Ehrhardt, Manhattan; 25, W. Knauerhase, Manhattan; 26, A. J. Koerner, Manhattan; 27, C. Goldberger, Manhattan; 28, H. B. Sinclair, Manhattan; 29, J. Roedig, Manhattan; 30, W. F. Jacobs, Brooklyn.

### Boast Loses Them Their Plunder.

Two boys in Los Angeles who boasted that the bicycle they were riding alternately was stolen, have learned either the lesson that "honesty is the best policy" or that it is folly to advertise their own misdeeds. Their companions who heard the boast promptly relieved them of the machine and turned it over to the desk sergeant at the Central Police Station. They evidently thought it was more important to recover the stolen property than to hold the culprits, whom they told to "beat it" under penalty of being "burned" by the youthful posse. The police, therefore, have a double problem to solve in the case—to find the young thieves and to locate the owner, who has not as yet reported his loss.

### Rough Treatment for Cycle Thief.

Unusual punishment for cycle thievery was allotted to 13-year old Cornelius Edgerton, at Richmond Hills, Long Island, recently, in that he has not only to answer to the law for his offense, but was being severely and roughly treated by the Italian employes of the owner of the machine when rescued by the police. Joseph Adams, the owner, had left the machine standing outside of a house while giving his workmen some instructions. Edgerton mounted the bicycle and rode off. One of the Italians gave pursuit on his own machine, while

several others took up the chase on foot, and the lad was soon overtaken. The boy later confessed to having taken another bicycle as well, from in front of the Triangle Hotel, Myrtle and Jamaica avenues, and will therefore have to answer to both charges. He explained he had been a member of an organized gang of boy bicycle thieves and had left them when he became experienced in stealing unguarded machines, to set up in a similar "business" for himself.

### Shows Contempt for Police Proximity.

Exhibiting a degree of daring which would have been commendable in a more worthy cause, a cycle thief visited the police station in East Orange, N. J., and selected the best machine of the many that were leaning outside the jail door. Deputy Health Inspector Edward Lindsley, to whom the bicycle belonged, manifests an inclination to share the contempt that the thief evidently felt for the East Orange bluecoats.

### Blatz and Uhl Win at Great Neck.

Leading their nearest rivals by a lap, Frank Blatz and Charles Uhl won the two hours' team race of the Great Neck (L. I.) Athletic Club, Saturday afternoon, 12th inst. The winners covered 38½ miles, a good performance considering the strong wind which prevailed and the poor condition of the track. Second place went to Jerome Steinert, and Harry Wagner, who registered 38½ miles, and George Carey and Pozzy Mocci were third with 38 miles even.

### Senhouse to Leave for Australia.

Due to the death of his brother in Australia, Steve Senhouse, who has been riding in the motorcycle races at Los Angeles, Cal., has been compelled to cancel his riding arrangements and leave for his home in the Antipodes. Senhouse contemplated making a visit to his home on the closing of the Los Angeles riding season, but the trip has been hurried by his brother's death.

### Agraz Busy Catching Speeders.

Emile Agraz, the former Mexican professional bicycle rider, of San Jose, Cal., who now is a motorcycle deputy sheriff in that city, is very much on the job in corraling motorists who show a disposition to "hit her up" in passing that way. On a recent Sunday he gathered in nine offenders and the city treasury waxed fat correspondingly.

### Leaves for Mysterious Cycle Tour.

Fired by the ambition to be a bicycle tourist, Chalmer Patten, the 14 year old enthusiast of Carmel, Ind., left his home on November 16, leaving no word as to his destination. He took a change of clothing and an overcoat with him and it is believed by some that he has ridden to Indianapolis to visit a brother.



## EMPIRE'S HANDICAPS CONCLUDED

### Rhodes Captures the 25 Miles Event at Sheepshead Bay—Tie Scores Are to Be Run Off.

Bucking a heavy wind all the way, Arthur Rhodes, starting from the 4:30 mark, won the Empire City Wheelmen's 25 miles handicap at the Sheepshead Bay (N. Y.) track, on Sunday, 13th inst. F. Mehrman, another 4:30 man, was second, and William Napier, who started from the five minute mark, took third. Fourth place went to C. Hansen, another five minute man. Then came the first of the scratch men, J. Becht, whose time was 1:03:53. He was less than 100 yards behind the winner, indicating the excellence of the handicapping for such a long race. Becht was followed over the tape by the two other scratch men, C. Ericson and Franklin Fisher. The handicap, which was scored on a point system, marked the end of the annual series and resulted in two ties, which will be run off tomorrow (Sunday) in connection with the annual championships.

The standing of the riders is as follows: Matt Barnett, 15 points; C. Ericson and C. Hansen, 13 each; Franklin Fisher, 12; J. Becht, 11; W. Segelken and W. Napier, 10 each. The championships will consist of one-quarter, one-half, one and five miles events, all scratch, with sets of three medals valued at \$25 per set for each event.

Twenty-two men started in the handicap, but all except four of the distance men dropped out in the last three miles, some of the backsliders having made good scores in the previous events of the series. Although some of the long markers had made two laps of the  $1\frac{3}{4}$  miles course before the scratch men were sent off, the latter steadily overhauled them and by the adoption of clever tactics in passing at a fast clip prevented any of the quarry from tacking on.

Becht's capture of time prize honors was due to the work of Fisher and Ericson, who rode to pull him up among the prizes, and then set up and let him win. This netted him two points, which was much needed, as previously he did not have enough to figure for any of the gold prizes.

### Vanden Dries Best at Armory Races.

Purely because he is in a class by himself, and therefore able to show a clean pair of heels to his rivals on the flat floor, was the reason that William Vanden Dries, the N. Y. C. A. flier, was able to win the three miles open scratch bicycle race at the Thirteenth Regiment Armory games held in the big drill shed, Brooklyn, N. Y., Wednesday night, 16th inst. Teaming was the rule in this event, as it is in most of the regimental races, and it marred the race. Walter Raleigh, a Thirteenth Regiment man who

was in a combination, gained second place by reason of his alliance, while Franklin Fisher, of the Empire City Wheelmen, was third. The time was 7:29. C. A. Mohrman, also of the "hoodoo" contingent, was selected by the powers that were to capture the special lap prize, and he did so. Raleigh starred in the mile handicap, a closed event, and shattered the old regimental record. Starting from scratch he streaked off the distance in  $2:23\frac{3}{4}$ , as against Oscar Goerke's figures of  $2:26\frac{1}{2}$ , hung up in 1904. Mohrman was second from the 15 yards mark, and W. Schneyer, a 45 marker, finished in third place. About 3,500 people were present.

### More Six Days' Teams Selected.

Although no official announcement of the teams that will take part in the New York six days' bicycle race in Madison Square Garden during the week of December 5 has been made yet, the tentative list of teams is growing daily. Arrangements for the grind are well under way, and the official selections of riders will be made public shortly. Additions to the eight teams given in last week's *Bicycling World* have swelled the present field of teams to sixteen. They are as follows: Macfarland and Clarke, Hehir and Goulet, Cameron and Halstead, Moran and Root, Collins and Drobach, Fogler and Hill, Lawson and Walthour, Wiley and Lawrence, Mitten and Thomas, Anderson and Galvin, Walker and Pye, Germain and Verlinden, Rutt and Stol. Ernest Pye is on his way East from Los Angeles and will ride with Gordon Walker. Robert Walthour and Nat Butler sailed from the other side on the 16th, Wednesday, and other foreign riders leave today (Saturday). They are due here on the 26th. Walthour has sent a challenge ahead to ride anyone behind motor pace, and in addition will participate in the long grind. Ellegaard, the Dane, is not coming, and an injury to Brocco last Sunday makes his coming impossible and disrupts the team of Brocco and Georget. Efforts are being made to secure another team to replace them.

### Westervelt Triumphs at Manhasset.

Riding a bicycle with an 88 gear, R. G. Westervelt won the annual hill climbing contest of the Century Road Club of America, which was held on the steep Manhasset hill, on the north shore of Long Island, Sunday, 13th inst. The contest was held in a fashion somewhat different from the ordinary, all of the men starting from scratch at the same time. Westervelt reached the top of the hill a few lengths ahead of A. D. Dawson, the second man. F. Hemser was third. The other contestants were A. Hansenbasser, George Steinert and Charles L. Fortenbach. Prizes were awarded to the first three men.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

## CYCLISTS HOLD A LIVELY CLIMB

### Feature of Sunday Run of Eastern Division, C. R. C. A.—Fuchs Makes the Best Time—Snow Induces Speed.

Bounding over the rough cobbles like a storm tossed cork on the ocean wave, W. Fuchs, riding a bicycle with 96 gear, won the hill climbing contest at St. George, S. I., which constituted the feature of the regular Sunday club run of the Eastern Division, Century Road Club Association, New York City, on the 13th inst. Starting from Columbus Circle at 8:30 a. m., the riders wended their way to South Ferry and crossed over to St. George, where the contest took place. At its conclusion the riders remounted and rode through Annadale and Tottenville, where they again braved the terrors of the briny deep, and landed at Perth Amboy, N. J. Once again in the saddle, the pedal pushers soon negotiated the 12 miles stretch to New Brunswick in the face of a stiff gale, and here a stop was made for dinner. After a good meal followed by a siesta, the run home commenced, passing through Metuchen to Perth Amboy again. Here snow was encountered, and it lasted all the way across the ferry to the island and until New Dorp was reached, but instead of discouraging any of the riders, it only served to make them stay together and get over the ground faster. The 14 miles stretch across Staten Island was covered in 45 minutes, and the St. George ferry again was patronized on the final leg of the run. On Sunday, 20th inst., the run is to Greenwich, Conn. The evening runs about the city on week nights also are being well attended, the routes being so laid out as to take the riders through the various sections of the city, all of which offer novel and interesting sights. The leaders in the club run competition are the following: 1, J. Arcaro; 2, G. Bieregel; 3, Schenloff; 4, B. Baker; 5, S. Segal.

### Salt Palace Is Leased by Ling.

With the signing of a lease on the 12th inst., concluding negotiations which have been in progress since the partial destruction of the track by fire some months ago, the management of the Salt Palace saucer track in Salt Lake City, Utah, passed into new hands, which will control it for the next five years. The lessee is Gust Ling, a local man, who plans to convert the entire property, which includes an amusement park, into a White City which will surpass anything of its kind in that section. The terms of the deal were not made public. The opening of the park has been set for May 30, 1911, and in all probability bicycle racing will continue to be held. It is possible that Harry Heagren again may have a large hand in managing the track.



## WALTHOUR TROUNCES DARRAGON

American Administers Three Decisive Beatings to "Invincible" Frenchman—Laps His Opponent at Will.

If Bobby Walthour shows as much speed in the forthcoming six day race at Madison Square Garden as he did in the motor paced match with Darragon, the supposedly "invincible" French long distance rider, at the Velodrome d'Hiver, Paris, October 30, he has a good chance of landing first prize. Walthour made the famed Darragon look very small by trimming him in three straight heats, over 10, 15 and 25 kilometers respectively, in such decisive fashion that there remained no doubt as to who was the better man. In the first heat, Bobby got off to a flying start and set such a furious pace that he rapidly drew away from the Frenchman and was able to lap him at the 19th lap. The course is four laps to the kilometer, or approximately six laps to the mile. From the fifth to the seventh kilometer Walthour took things easy, being satisfied to trail Darragon. At the end of the seventh, as if to say, "Well, you'll have to excuse me, mon ami, but I have some urgent business at the tape," he developed a burst of speed which not only carried him past the Frenchman but enabled him to lap the latter four laps before the finish. He won by  $2\frac{1}{2}$  laps (625 meters). Time, 8:33 $\frac{1}{2}$ .

The second heat was worse than the first—from the standpoint of Darragon and his friends. Walthour letting Darragon take the lead at the beginning, passed him easily at the end of the third lap. Drawing further and further away, the speedy American was able to lap him at the 5th kilometer. For some time Darragon managed to hang close to Walthour, but the bursting of a tire at the eighth kilometer caused him to lose several laps. Walthour won as he pleased in 12:54 $\frac{1}{2}$ .

The third heat was by far the best of the three. Walthour, getting off in the lead, did not give the Frenchman a semblance of a show to hang on. He set sail at such a fast clip that the idol of the Parisians was lapped at the 20th lap. Darragon did not fancy such inconsiderate treatment at all, and developed a burst of speed of his own.

For two terrific laps they went side by side, neither being able to gain a foot, until the superior form of the American crack enabled him to forge to the front. Once having passed Darragon, Walthour seemed to take on new speed and lapped the speedy Frenchman no less than seven times more. At the 20th kilometer he established a new French record by covering the distance in 17:09. He made the 25 kilometers in 21:20. French papers state that Darragon was suffering from a severe attack of rheumatism

and that this match was no criterion of his ability.

### More Victories for Walthour.

There were races galore on Sunday, November 6th, at the Velodrome d'Hiver, Paris, and such cracks as Friol, Dupuy, Ellegaard, Comes, Schilling and Polledri struggled for the various prizes hung up in the Grand Prix d'Ouverture, but the real hair raising performance, that brought the thousands of spectators to their feet, was the one hour motor paced race for the Prix Jules Dubois, with Bobby Walthour, Lavalade and Seres as the contenders. Walthour lapped the redoubtable Lavalade no less than ten times, and the equally valiant Seres 16 times, covering in the 60 minutes limit no less than 68.375 kilometers.

For 20 kilometers the duel between Seres and Walthour kept the fans howling with excitement, until finally the strain told on the Frenchman and he slowed down. But the American did not feel like taking a rest just then, and he hit up a tremendous pace that carried him past the tired Seres not once but a dozen times; and although Lavalade tried hard to tack on to the flying American, he had to give up in disgust, being lapped seven times in addition to the three laps lost at the beginning of the race, when his rear tire exploded with a crack. As might be expected in such fast traveling, records began to tumble right and left, every record from the thirtieth suffering complicated fractures. The 30 kilometers were finished in 25:59 $\frac{3}{4}$  (record), 40 kilometers in 34:45 $\frac{3}{4}$ , 50 kilometers in 43:44 $\frac{3}{4}$ ; 60 kilometers in 52:32 $\frac{3}{4}$ , all these figures representing new records. At the finish Walthour received a tremendous ovation, while French enthusiasts acclaimed him an "extraordinary being," a "phenomenon of the age," and other wonderful things.

### Bicycles Quicken Buffalo's Returns.

Buffalo election returns are assisted by the bicycle in Buffalo, N. Y., where each year the Rambler Bicycle Club, of that city, makes arrangements, through its captains, to carry the returns on their machines. Club members take such an interest in the matter that a full turnout is always at hand.

### IN BUGVILLE



"This must be one of those saucer tracks we've heard so much about."

## BUTLER SPURS SERES TO SPEED

Puncture Spoils Veteran Yankee Pace Follower's Chances—Ellegaard and Dupuy the Sprint Victors.

Although Seres, the crack French pace follower, did beat Nat Butler, the veteran American, in the fifth annual race for the Prix Stephane at the Velodrome d'Hiver, Paris, Tuesday, November 1, he was compelled to "go some" in order to do it, and incidentally to break the existing record for the distance, 50 kilometers. And even then he would not have won had not Butler suffered a serious puncture and succeeding fall just at the moment when he seemed to have the race well in hand. Although the accident cost him fully three laps, he came back to the charge with such vim and vigor that he caught up to within one lap and 50 meters of the leader. His repeated attempts to close the gap met with a desperate resistance on the part of Seres, and the race became a veritable flight. The three contestants, Seres, Butler and Simar, went around the track at a dizzy pace, and records soon began to tumble. At the 30th kilometer Seres was leading Butler by two laps, and for nearly 20 laps neither of the two cracks was able to gain an inch over the other. The 40 kilometers were rounded off in 35:26 $\frac{1}{4}$  (old record, 37:05 $\frac{3}{4}$  by Butler).

Despite the continued desperate attempts of Butler to pass Seres, the latter maintained his lead and won the race by two laps and a fraction. Simar, although considered a pretty fast pace follower himself, was so hopelessly outclassed in this battle of the cracks that he was lapped no less than 19 times. The time for the 50 kilometers was 44:24 $\frac{1}{4}$  (old record, 46:28 $\frac{3}{4}$ , by Nat Butler).

The triangular match between Butler, Seres and Simar was not the only interesting race on that day, for Ellegaard, the fast Dane, trimmed the rest of the foreigners in the ten kilometers cycle sprint race set aside for them, in which he covered the distance in 14:12 $\frac{1}{2}$ . Although a special prize had been offered to the winner if he broke the existing record, no one seemed to be very anxious to try for it. In the ten kilometers race for French riders, Dupuy easily beat the rest of the talent in 14:13 $\frac{3}{4}$ . Here too the record was in no danger of being broken.

### Cyclist Dispatches a Wildcat.

Earl Norton, a young cyclist, recently was attacked by a young wildcat while riding across the Field ranch at Laguna Seca, Cal., and it took considerable work with a providentially handy fence rail to dispatch it. Upon the animal being examined in town later, it measured three feet from tip to tip and appeared to be about a year old.



## MORE COAST MEMBERS FOR F. A. M.

**Vice-President Green, of Pacific District,  
Starts a Vigorous Campaign—Castner  
Elected Secretary-Treasurer.**

Showing evidences of a strong reawakening in F. A. M. affairs on the Coast, the fall business meeting of the Pacific District was held on the 2d inst., in the quarters of the San Francisco (Cal.) Motorcycle Club. About 100 riders were present, the largest number that ever has attended a meeting in this district. Vice-president A. W. Green, the newly elected incumbent of the office, presided for the first time. The chief number on the card was the election of a district secretary and treasurer, and after nominations were declared closed Mr. A. W. Castner, a local dealer, was elected to the dual office. His address is 24 Van Ness avenue.

As the first step in an active campaign to build up the membership in the district, Vice-President Green stated that he had sent out numerous letters for the purpose of getting a line on men who would be acceptable for appointment as state commissioners, and that these appointments would be announced shortly. Several applications for new membership were received at the meeting. At the conclusion of business, refreshments were served. All communications pertaining to the Pacific District should be sent to A. W. Green, 108 West avenue, San Francisco, Cal.

### Toronto Riders Plan a Church Parade.

To show that they were not as unsaintly a lot as some people might suppose, the members of the Toronto (Ont.) Motorcycle Club recently decided to hold a church parade, and had it not been for the interference of Jupiter Pluvius the good people of the Canadian metropolis would have witnessed the as yet rare sight of a body of motorcyclists going to church on their machines. Arrangements were effected beforehand with the Rev. J. D. Morrow, pastor of the "Athletic" church and himself an enthusiastic motorcyclist, to attend his service, and all bicycle riders were invited to join the procession. On the appointed Sunday morning, however, a heavy downpour dampened the enthusiasm of several, but nevertheless a good many faithful ones were on hand, but the parade had to be called off until more favorable weather prevailed. The novel function will be held in the near future.

### Hounds Fail on Motorcycle Scent.

Motorcycles are the latest vehicles to be employed by burglars in Kentucky. A gang of the progressive gentry, mounted on the motor propelled two wheelers, raided six small towns in Boyle county on the night of November 1, and escaped with nearly a

thousand dollars in cash. They robbed houses promiscuously for 35 miles, from Eubank to Moreland. At Junction City they were fired on, but easily escaped on their machines. Poses of officers with bloodhounds endeavored to trail them, but the hounds did not take kindly to a trail consisting only of a faint reminder of rubber tires and an occasional drop of lubricating oil.

### Thieves Escape on Their Loot.

Thieves failing to make an entrance into the house of George Woodheart, a resident of Spokane, Wash., went to his woodshed, filled the tank of his motorcycle with gasoline and rode away. The acquaintance of the burglars with the motorcycle was evidently one of the strongest points in their repertoire, as they not only knew the value of the machine from the utility or monetary viewpoint but also had the ability to operate it.

### Takes Human Prize as He Races.

In an exciting handicap race between motorcycle and automobile that was pulled off in Cleveland Township, Minn., without spectators, the motorcyclist won the prize and incidentally the race. He will forfeit his bachelor standing by so doing. George

Hetting, wishing to make sure of the prize, took it with him, in the form of 20 year old Elizabeth Methmen, to retain possession of whom the irate parents took up the race in the automobile. Over poor country roads, the racers were putting crimps in the speed laws when the automobile blew out a tire and landed in the ditch near Waterville. The young couple rode on to Waseca, where they were made one by the squire and received a telegraphic forgiveness from the father, who says he is a game loser.

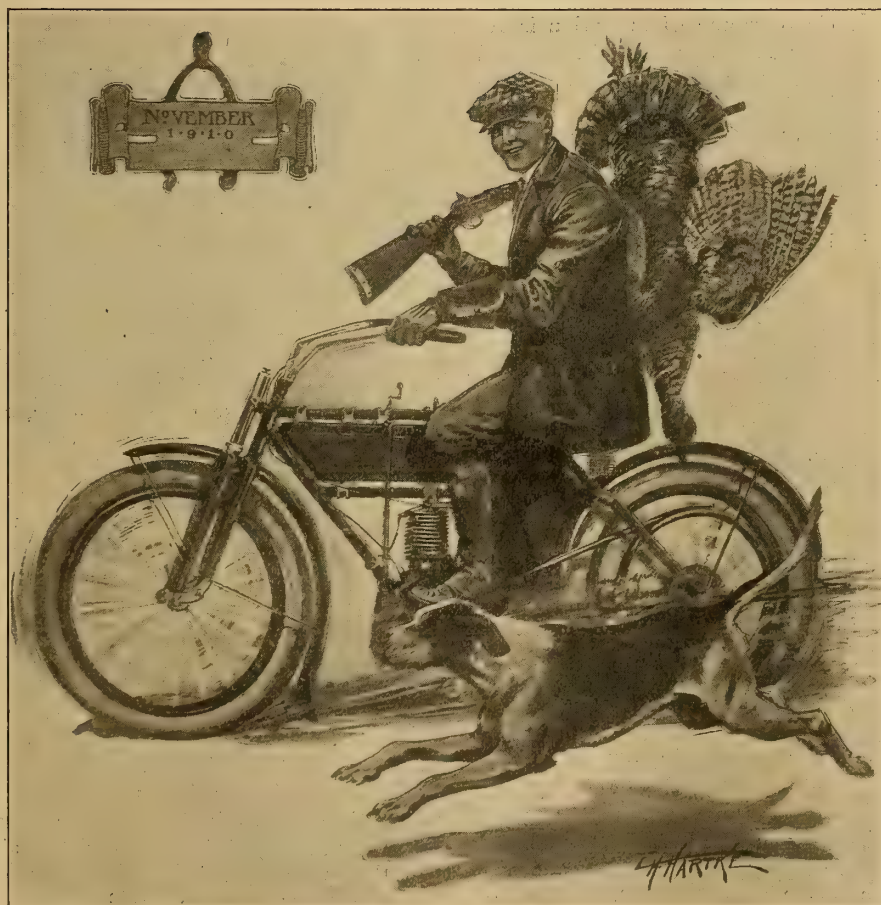
### Approves of Twins; Has Eight.

Although Frederick Demmin, of Peoria Ill., is a railroad man and not a motorcyclist, he is still a great believer in the much talked of twins, his wife and he owning four pair at this time. This does not, however, prove that he prefers them to singles, for he possesses 14 of the latter and the whole 22 are living.

### Fines for Sidewalk Motorcyclists.

Motorcycles have no more right on the sidewalk than automobiles, according to Judge Finehout, of St. Paul, Minn. The statement was made in fining an aggressor ten dollars for such an infringement of the ordinances.

## BRINGING HOME THE THANKSGIVING TURKEY



Instead of being an offense to the artistic eye, as may at one time have been the case, the motorcycle is now an attractive subject for magazine illustrators. The picture is the front cover design of the November issue of the Motor Car, of Kansas City, Mo.



## CAUSES FOR POOR COMPRESSION

Faults, Small in Themselves, to Which Large Losses of Power May be Due—  
Indications and Remedies.

Just as tuberculosis and heart disease are the most prevalent ailments of the human race, poor compression is one of the leading ills to which the gasoline motor is heir. When it is considered how dependent good compression is on other parts of an engine being in proper order and how minor derangements can affect it seriously, it is not surprising what a lucrative practice the repairman derives through restoring wheezy engines which are brought in to have their breathing apparatus overhauled and the leaks stopped.

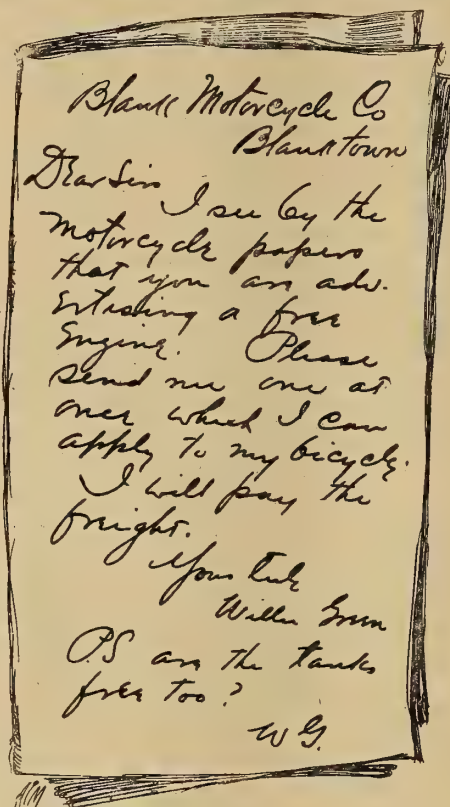
Compression is the drawing into the cylinder, on the downward stroke of the piston, of a charge of gasoline and air mixed in the form of vapor and compressing it into a space about one-fourth the cubic capacity of the cylinder on the succeeding up stroke of the piston. When at its highest point of compression, this gas is ignited by an electric spark, and the consequent rapid expansion of the gas drives the piston down with terrific force, from which the power is derived. On its next upward stroke this burnt gas is exhausted and the cycle or round of operation is repeated. The degree to which the induced gas is compressed and the number of revolutions per minute which the crank shaft makes are large factors in determining the power output of the engine.

Before a motor stops on account of trouble of almost any sort except ignition failure, it indicates in various ways that something is wrong and that trouble is impending. In the case of poor compression, where, as a rule, the compression falls off gradually, the symptoms are loss of speed, failure to climb hills which formerly were conquered with ease and decreased effort required to start engine by pedaling against compression. One of the chief causes of weak compression is pitted valves, the exhaust valves usually being the worst offender on account of the great volume of burnt gas which is ejected through it. Being cooled by the incoming gas the inlet valve rarely ever becomes pitted or leaky.

Porous pistons are often responsible for poor compression, and often are deceptive, other parts usually being suspected first. Poorly fitted rings, scored cylinder walls, scratched piston walls and rings cramped in their grooves by carbon, all will permit gas to escape past the piston, resulting in loss of power. If these symptoms are neglected for long they will result in more serious trouble, which will necessitate the re-boring of the cylinder and replacement of piston and rings, the cost

of which is not to be sneezed at. In addition to permitting the gas to escape, such leaks also cause the oil to dry up along the overheated parts of the avenues of escape.

Leaks caused by poorly fitted rings may be detected by the presence of a dark colored section along their circumference. A perfectly fitting ring always will appear bright and smooth all the way round on its face, while one that is bright only in spots indicates that it touches only in such spots and that leakage is occurring at the points where it does not bear against



the cylinder wall. The reason lies either in the fact that the cylinder bore is out of round or that the rings are not a true circle. It is obvious that a ring cut larger in diameter than the piston, having a section cut out, and then pressed together—there are such rings made—is not a perfect circle, but somewhat elliptical and the ring will touch the cylinder only in the vicinity of the cut. Such rings are decidedly injurious and will wear the cylinder walls unevenly. After rings are cut they should be so clamped together as to allow their being centered again in a lathe, and being turned to a true circle.

Power sometimes is lost through inaccurate boring of the cylinder. By the dulling of the tool as it cuts from one end, it may leave the end that is cut last smaller than the one at which the cutting began. Consequently the piston and rings will not fit either end of the cylinder.

Next to imperfectly fitting rings or a cylinder which is not bored true, rings

which become clogged in their grooves from the use of a poor grade of lubricating oil, or from excessive use of oil for lubricating, will prove most troublesome. The burnt carbon adheres to the rings, causing them to wedge in their grooves, so that they do not bear against the cylinder walls, and thereby allowing the gas to leak by. Kerosene injected into the cylinder sometimes will cut away this carbon, but often it is so thick that it is necessary to dismantle the engine, remove the piston and rings and, after soaking them thoroughly in a kerosene bath, to remove the carbon with a scraper. The grooves in the piston also should be thoroughly cleaned before the rings are replaced.

If a piston is suspected of being porous, it may be tested by removing it from the engine, cleaning it thoroughly with gasoline and then pouring gasoline into it until the fluid reaches a level just below the wristpin bosses. Then the piston should be let stand for a few hours, when if there is any leak it will be indicated by the gasoline finding its way through to the outside. A rare cause of piston leaks is punctures made by spark plug points or piston rings pins which get adrift and are jammed between the piston and cylinder, but this is an unusual happening. Loss of power might result also from the presence of a sand or blow hole in the piston casting.

### Rear View Mirror for Handlebars.

In order to afford a means of avoiding the various accidents caused by making sudden turns without being able to see the traffic behind one, a mirror for attaching to the handlebars of the machine has been brought out across the Atlantic. As will be seen from the illustration, the device consists of a small glass mounted in a frame, an integral part of which is an arm with arrangement for pivoting on a bolt. A clamp is



furnished with two small bolts and accompanying nuts for attaching it to the handlebars, while the top member of the clamp is supplied with a bolt engaging the pivot hole in the mirror arm. When the mirror has been placed in the most advantageous position it is clamped by means of a set and lock nut.

### How to Remove a Rusted Screw.

When rusty screws become refractory they usually can be removed by applying to their heads a red hot piece of iron or other metal. When the screw itself becomes hot it can be dislodged with a screw driver in the ordinary manner.



## MOTORCYCLES FOR CLERGYMEN

**After Using a Machine in His Church Duties, a London Cleric Tells of Its Many Advantages.**

Of all the uses to which the modern motorcycle is being put, none seems more advantageous and fitting than its employment by the clergy, as demonstrated by the Rev. P. W. Bischoff, a London cleric, who has recently written an article for *Motor Cycling*, of London, recommending the machine to other members of the cloth. He calls attention to many advantages the mount offers to parsons.

In cases of funerals where the point of burial is some distance from the city the preacher is able, after officiating at the house or church, to make several parishional calls before starting for the cemetery, reaching there before the horse-drawn vehicles arrive. While the motorcycle is not of much service in making calls in his own parish, it often happens that some of the members of the congregation have removed to a distant part of the city, and as they still maintain their connections with the church, pastoral calls are necessary, and many of these may be made in one afternoon on the machine. Then again, many of the young

people get married and their new relations call them to distant parts of the city, so the motorcycle is again a connecting link between them and their pastor. Often the minister is called upon to preach at somewhat distant towns or cities and the request involves the necessity of carrying some little luggage, of either sleeping away from home or traveling in a Sunday crowd on slow trains with the resulting inconveniences. The motorcycle overcomes these difficulties and makes the trip one of pleasure and profit to preacher and layman as the journey made be made in short time, the arrival being made in time for service, and, after the supper which follows, the return trip made in the cool of the evening.

The clerical enthusiast says, in describing his costume when on a "duty ride," that he wears his robes tucked up under his outer coat. He continues: "The cassock forms a fine warm coat when crossed over my chest and well tucked in, the cape acts as a first class muffler, and in the bag (my 'chest protector' according to facetious friends) are my surplice, stole, hood, service book, etc. In really bad weather I wear long, waterproof leggings and a sleeved poncho, but in decent weather I find an ordinary coat and short leggings with a single clip fastener to be quite an ample protection." On his holiday trips he covers about 4,000 miles and has done as high as 351 miles in one day.

## WINS FIRST PRIZE IN A FLORAL PARADE



Joplin, Mo.,\*not long ago gave a floral parade in which an N. S. U. with side-car, as shown, won first prize. E. M. Brotherson, the N. S. U. agent, and Mrs. Brotherson are the passengers.

## RED TAPE FOR GERMAN RIDING

**Complicated License Requirements that Involve Photographs and Birth Certificates—Tax on Visitors.**

Red tape of all kinds surrounds obtaining official permission to operate a motorcycle in Germany, especially if the applicant is a resident of that country, but matters are made much easier for those persons living outside the War Lord's domain whose governments were parties to the international agreement which was signed at Paris, France, October 11, 1909, and which became effective May 1, 1910. The United States government, however, not having been a party to the agreement, residents of this country are not on as favorable a footing in getting licenses.

Under the agreement it is necessary for the foreign tourist merely to show his transport and prominently to display the registration tag issued in his own country. A foreign motorcyclist, not possessing a passport, is provided with a special elliptical number card at a cost of two marks (47 cents) for a stay of one day only in Germany, and for a longer visit five marks (\$1.19). This card is issued only if the applicant can produce a certificate from the proper official in the foreign country, to the effect that the machine complies with the local police regulations. The certificate must give details of the machine, such as the maker, factory number, the kind of motive power, the horsepower, the weight of the machine and its carrying capacity. The last two items must be given in kilos, of 2.2046 pounds each. These certificates must be countersigned by the German consul having authority in the district from which the machine comes.

Local testimonials, countersigned by the German consul, may be offered by the foreign rider, in place of the regular German license. If the certificate for the machine and the testimonials of the applicant's riding ability cannot be produced, the ordinary German regulations must apply, and application must be made to the proper authorities for an examination of both motorcycle and owner. The examination of the machine will cost 15 marks (\$3.57) if made at the residence or office of the expert and 20 marks (\$4.76) if made elsewhere. With the application must be filed the petitioner's birth certificate, an unmounted photograph of himself, the evidence that he has finished a course qualifying him to run his machine and a doctor's certificate as to his physical condition, particular attention being paid to eyesight and hearing. All other things being acceptable, the applicant is then examined orally, by a duly qualified expert and this is followed by a demonstration of the rider's ability to handle his mount. The fees for this examination are



ten marks (\$2.38) if at the office or home of the examiner and 15 marks (\$3.57) if held elsewhere.

The tax on foreign motorcycles in Germany is, for a stay of not over 20 days in one year, 71 cents. The days are not necessarily consecutive, and those days during which the machine is in a German garage, for repairs or improvement as well as those during which it may have been out of German territory, are deducted, provided the tax, or admission, card has been properly stamped by the German customs official at each crossing of the border.

#### Removal of Carbon from Exhaust Line.

When cleaning the piston and cylinder heads of an engine which is badly carbonized it is a good plan to examine the exhaust line and muffler carefully, removing from them as much of the accumulated soot as can be reached. The reduction in area of the passages from this cause, together with its effect in retarding the flow of the gases, has a very noticeable influence in cutting down the power of the machine. In the case of chemical decarbonizers the preparation may be introduced into the exhaust pipe through the exhaust valves. Heavy muffler explosions may follow such an attempt, however, owing to the combustible nature of the decarbonizer, which collects in the exhaust line.

#### Requirements of Inner Tube Making.

The making of inner tubes is a much simpler process than that of making the tire shoes and outer tubes. The inner tubes are made of a single layer of pure rubber. A layer of cotton fabric, inclosed between two layers of rubber, would make a marvelously strong inner tube, but unfortunately the presence of the cotton in the mixture would defeat its own ends. The porous fabric would not be gas tight for any length of time, if at all, and as that one quality is the foundation stone upon which all inner tubes rest the idea of fabric reinforcements for inner tubes is not regarded as practical.

#### "Keepers" for Removed Magnets.

If for any reason it becomes necessary to dismantle a magneto, care should be observed to place an iron bar or "keeper" across the ends of the magnets after they have been detached from the base or pole shoes. Unless this is done the magnetic circuit will be interrupted and the strength of the magneto seriously weakened, resulting a weak spark.

#### Tilted Valve Stems a Danger Signal.

Tilting of the valve stem is an indication that the tire is creeping on the rim and needs immediate attention. The tire should be deflated, the tube properly arranged on the rim so that it is not pulling on the valve stem, after which the valve stem security bolt should be firmly screwed up, so that neither the tube nor the casing will creep.

## PLATINUM REACHES RECORD PRICE

### Precious Metal Far More Valuable than Gold—Used for Motorcycle Ignition Contact Points.

Unless some good substitute for platinum is found soon, motorcyclists may be prepared to pay even more for their sparking contacts, which in proportion to their size cost more than any other part of the machine. Already far more valuable than gold, platinum is steadily rising in price at the rate of over \$2.50 an ounce per week, and this increase already is being seriously felt in the jewelry trade, where the metal is largely used. Naturally much platinum in the aggregate is required for



contacts and circuit breakers in the motorcycle ignition field alone, not to mention the demands of the electrical industry in general.

In the past two years platinum has advanced in value over 100 per cent., and the end is not yet in sight. In December, 1891, platinum was quoted in the New York market at \$12 an ounce, whereas the present price is in the neighborhood of \$40 an ounce and still rising. The low price era, however, was before the day of the motorcycle and the automobile, and the gasoline engine was as yet in its infancy, while the jewelry trade demand was comparatively small in comparison with present requirements.

One reason for this steady advance is found in the restricted territory from which the world's supply of platinum is obtained. All but a small proportion is secured from alluvial deposits on the slopes of the Ural mountains in Russia. A very small quantity is found in Borneo and in the Andes in South America.

The word platinum is derived from the Spanish, and means "silver-like," the re-

semblance of this metal to silver accounting for the name. Although the metal was discovered by Ulloa, a Spanish traveler in Colombia, as far back as 1735, it was not until its discovery in larger quantities in the Ural mountains in Russia in 1822 that its possible commercial value began to interest the world. Russia found a use for it right away as a coin metal, and between 1824 and 1845 the Russian mint turned out something over a million of three, six and twelve rouble pieces made of platinum. Apart from their historic value these coins, if melted up, would produce enough platinum today to sell for two and three times their face value.

Platinum is one of the metallic elements. It rarely occurs in the free state, being generally alloyed with iron or other metals. There are various other methods in use to separate it from these metals, but the process in each case is comparatively simple and does not greatly increase the cost of putting the metal on the market. In the pure state platinum is a white, silvery metal, harder than either silver or gold. It is very malleable and ductile, and can take a high polish. Furthermore, it is as unalterable by ordinary agencies as gold. It cannot be attacked by oxygen nor ordinary acids, and it does not melt unless subjected to the enormous heat of 3,200 degrees. It is, however, easily attacked by melting or fusing any one of the caustic alkalis in it. To heat caustic soda in a platinum crucible is an expensive proceeding, as the metal is practically destroyed.

This comparative infusibility makes it very valuable from which to make crucibles in which metals and chemicals are to be melted by the application of a very high degree of heat. The fact that it does not wear easily has furthered its use in the construction of standard weights and measures. The readiness with which it can be hammered and welded into any desirable shape, its strength and wearing qualities, together with the fact that it takes a high polish, makes it the best metal known for mounting diamonds. The white sheen of the metal adds to the brilliancy of the stone which it backs.

Jewelers declare that platinum now is being used very extensively for mounting high grade diamonds in brooches, rings, pendants and other ornaments. The increasing demand for platinum for this purpose is one of the contributing factors in the advance in price. The increasing value of the metal also has resulted in developing several imitations which possess very few of the qualities that make platinum so valuable. Dentistry also consumes large quantities of platinum, many people preferring it to gold for fillings.

The increasing price of the metal will encourage the development of substitutes possessing some of its valuable commercial qualities and may also result in sending prospectors into the far corners of the world in search of platinum mines.



# EXCELSIOR LAUTO-CYCLE

## The Pioneer in Free Motor Equipment

The flat belt transmission and elastic idler of the Excelsior Auto-Cycle is the most extensively copied device of motorcycle construction.

The fundamental principle of successful flat belt transmission is effective traction with the minimum tension. This we attain through the design of our idler which causes the belt to embrace the driving pulley without materially increasing the tension.

The spring so thoroughly relieves the belt of all excessive strain that Excelsior belts outlast all others at least two to one and often far more than that.

The proof of efficiency is accomplishment. In the Philadelphia-Stroudsburg section of the F. A. M. run of August last, in which only 23 out of 125 starters finished, the Excelsior riders

Idler Released, Free Motor.

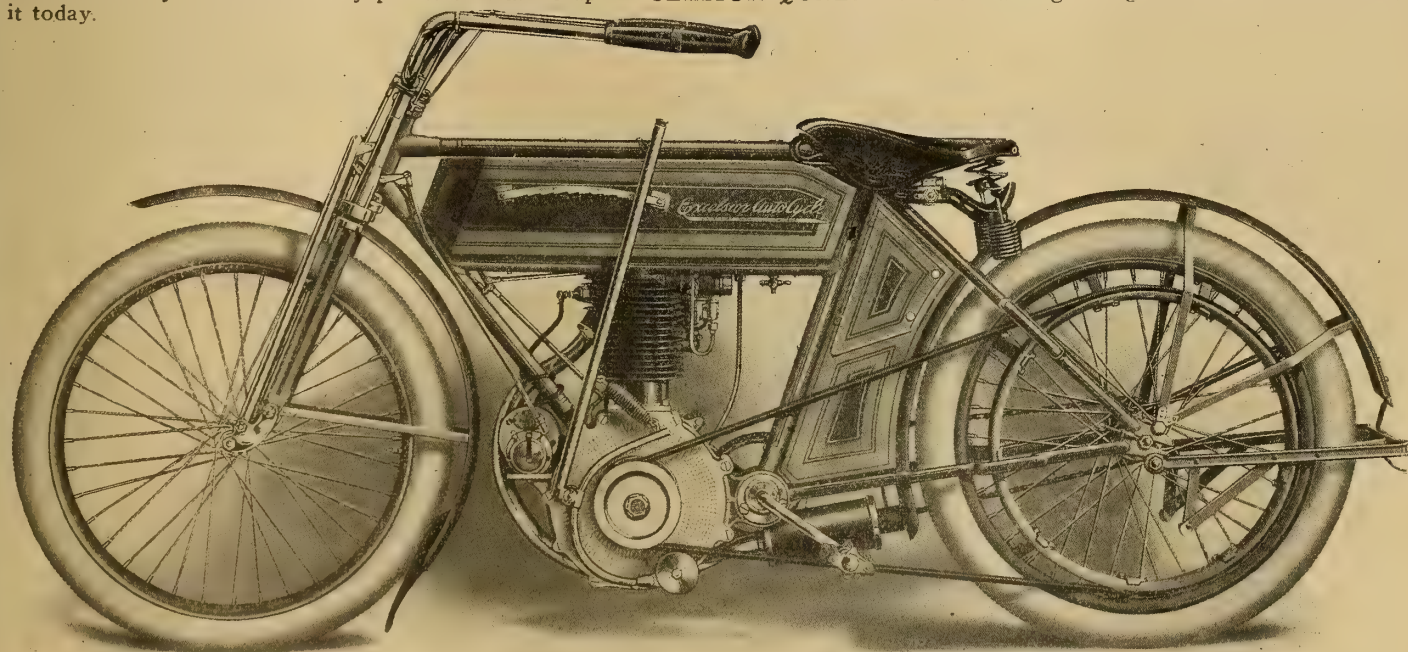
encountered no belt trouble whatsoever, but the flexible drive enabled them to continue when powerful twins and other chain driven machines were helpless at the roadside.

In the Western District F. A. M. run in October last, the Excelsior was the only team to start in the run without extra belts, and they covered the whole distance of 1500 miles without a change or adjustment.

In the Fourth Quarterly Trial of the N. Y. M. C., ridden in a heavy snow storm, out of 18 starters only five reached the noon control. Of these, four were Excelsiors, again proving the efficiency of the Excelsior Belt Drive.

This is only one of the many points that make up EXCELSIOR QUALITY. Our Catalog C11 gives them all. Write for it today.

Idler Set for Driving.



## EXCELSIOR SUPPLY COMPANY

Randolph St. Bridge

Established 1876.  
Members M. M. A.

Chicago, Illinois

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.

San Francisco Branch—361-363 Golden Gate Ave.



## KANSAS CITY DEALER'S DISPLAY OF MOTORCYCLING CONVERTS



The picture, according to C. Hanson, 1406 Grand avenue, Kansas City, Mo., who handles the Indian, is one showing a few of his "good Indians who are not dead ones." They are members of the Indian Motorcycle Club of Kansas City, and, of course, all of them have Indian mounts. Hanson says it is the largest picture of exclusively Indian riders that he has ever seen.

**Motorcycles Swell Chicago's Funds.**

The motorcycle as a municipal aid is earning honors in many cities, and that Chicago, Ill., is no exception to the rule is shown by the efficient work rendered by the "flying squadron" of that city. Many hurried runs are made by the members of the squad attached to each station house, with many resulting arrests, but its utility is particularly demonstrated in handling automobile and other traffic. The motor-

cycles respond to the demand for high speed, and this quality enabled Motorcycle Policeman Stoike to capture a speeding automobile after chasing it from Chicago to Evanston at high speed on the night of the 12th inst., and later in the evening to make another arrest for similar reasons. In addition to these, 13 other speeders were arraigned before one police court justice by various members of the squad, ten being fined five dollars each.

**Tries Aviation from a Motorcycle.**

When a motorcyclist suddenly abandons his machine and takes up flying, without previous preparation or practice, the results are apt to be serious. Such was not the case, however, with Warren Fenton, a 20 year old rider of Atlantic City, N. J., who recently took a 20 foot flight when his machine skidded in that city. Not content with traveling through the air, he indulged in a double flipflop and landed on the asphalt on his head. Fenton apparently was born under a lucky star, for on examination at the hospital it was discovered that the only injury which he had sustained was a cut lip, and after three stitches were taken in the wound he rode his mount home from the hospital.

**ONE OF CLEVELAND'S SPEEDY RIDERS**

Herbert Huntsbery, of Cleveland, O., who rides an Excelsior tourist racer, has been cleaning up a good many of the celerity merchants in and around the Forest City. The photograph shows him as he appeared ready for action at the Randall track motorcycle meet.

**Tribute to Motorcycle Mechanism.**

Without prejudice to its other mechanical exhibits, the Alabama State Fair, at Birmingham, Ala., has paid a high tribute to the motorcycle as an advanced type of mechanical specimen. The officials of the fair have awarded the first prize and blue ribbon to the Indian belt driven model with free engine, as being the most perfect piece of machinery on exhibition.

**4000 Motorcycle Cases at 60% Reduction**

Goodrich Moulded and G & J Flat

**1000 M. & W. Tubes at 33 1/3% Reduction**

Prices to Dealers and Jobbers

**Model "A" Merkel-Light at \$150**

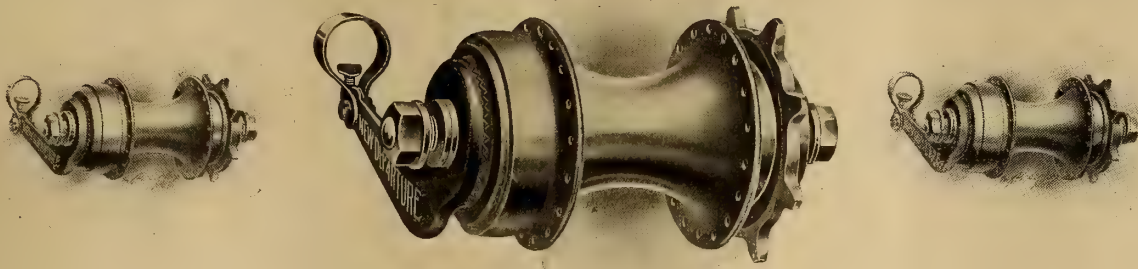
Write for catalogue and discount.

**F. A. BAKER & CO.**

10 Warren St.

NEW YORK





## We Guarantee You Against Dissatisfied Customers

It is worth a whole lot to the dealer to have behind him a manufacturer who guarantees goods the dealer is selling and will "make good" with customers whenever necessary.

New Departure coaster brakes, bells, etc. are strongly guaranteed against defective workmanship, material and finish.

When we are called upon to satisfy this guarantee, there is no quibbling, no aggravating delays—we carry out our promise as quickly as we know how and your customer is pleased.

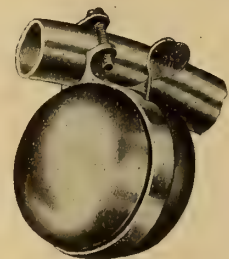
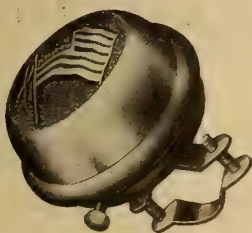
In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

Specify New Departure coaster brakes on new wheels; purchase a few loose bells from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.

### THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

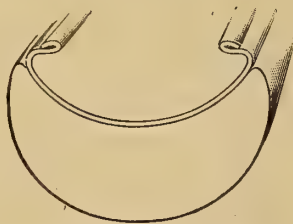
Coaster Brake Licensors





# THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

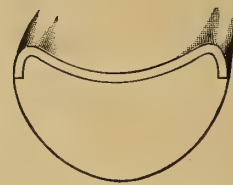
MANUFACTURERS OF THE  
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.



Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.

## "OLD SOL"

The Latest Motorcycle Generator

Height .....  $8\frac{1}{2}$  in.  
Diameter .....  $3\frac{1}{4}$  in.  
Carbide capacity..... 12 oz.  
Burns lamp about 8 hours.

May be repeatedly turned off and on, as screen bottom in carbide basket allows ashes to fall to lower part of chamber.

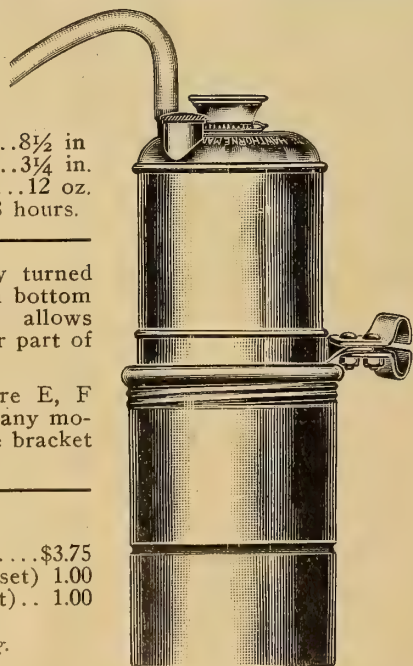
Brackets shown are E, F and G, adjustable to any motorcycle, or fork side bracket may be used.

### PRICES

Generator only ..... \$3.75  
Brackets, E, F & C (set) 1.00  
Brackets, E & H (set) .. 1.00

Send for catalog.

**HAWTHORNE MFG. COMPANY, Inc.**  
20 Spruce Street Bridgeport, Conn.



## Think!

what splendid machines the new 1911

## HARLEY-DAVIDSON

motorcycles must be when we announce improvements over 1910. More power and speed; vanadium and chrome nickel steel; lowest saddle position; good clearance.



**HARLEY-DAVIDSON MOTOR CO.**  
Milwaukee, Wis.





## A "System" Shop Cabinet **FREE** WITH **NEVERLEAK TIRE FLUID**

Every bicycle dealer and repairer should handle the marvelous NEVERLEAK Tire Fluid which automatically plugs the tire without the rider even knowing he has a puncture.

One NEVERLEAK certificate goes with every dozen tubes. Thirty certificates bring you this dandy "System" Shop Cabinet, FREE. Cabinet is of quarter sawed oak—23 inches high—17 inches wide—has nine drawers divided into compartments for balls, nuts, washers, spokes, nipples, etc., etc. Each drawer and compartment indexed.

In its beauty, strength and wonderful serviceability, this Cabinet is positively without an equal. See your jobber about it today.

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## Don't Ride a Steam Roller

Aside from its lack of speed, it has no springs—how can one ride in comfort if he doesn't ride on springs?

The only motorcycle with a Spring Frame and Spring Fork is



that's why it's the most comfortable machine on the market.

Our catalog "D" describes it in detail—one sent for the asking.

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POTTSTOWN, PENNSYLVANIA  
MEMBERS OF M.M.A.

## THE 2 SPEED **N. S. U.**

offers to the novice or veteran

**MORE STRENGTH**

**MORE ENDURANCE**

AND

**MORE ECONOMY**

than any motorcycle offered for your consideration. Our claims to substantiate this is the famous transcontinental record of Mr. Strieff

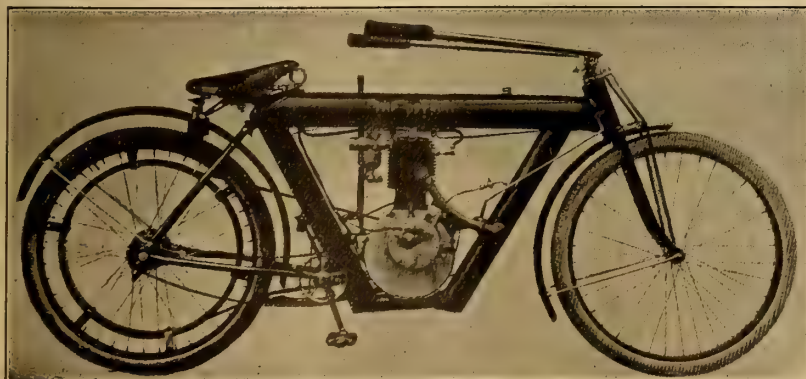
**'Frisco to New York**  
**3843 Miles in 28 Riding Days**

and Mr. Molin's economy record at the rate of

**210 Miles to the Gallon**

Mainly, keep in mind these performances were made by private owners. Let us tell you more concerning this wonderful motorcycle; it saves you worry and expense.

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206 West 76th Street  
NEW YORK



## 4 H. P.—FLAT BELT Symmetrical Motorcycle

Innumerable advantages over the usual bicycle with machinery and equipment.

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## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

### Cost of Motoring Reduced

Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

### PFANSTIEHL IGNITION

means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

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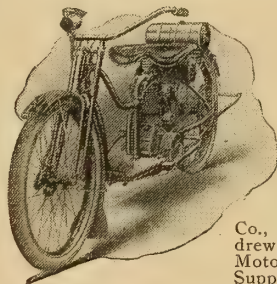
### "The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



WHY WAS THIS POSSIBLE? The Two Speed Transmission and the Free Motor, found only on the New Era DID THE BUSINESS.

4 h. p.—NEW ERA—6 h. p.  
Single Cylinder, Battery or Magneto Ignition.

The New Era Auto-Cycle Co.  
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DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Col.; W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.; Economy Cycle Supply Co., Detroit, Mich.

## CYLINDER CASTINGS

—the kind that satisfy

THE MANUFACTURERS FOUNDRY CO.  
WATERBURY, CONN.

## SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

### NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

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we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.

### SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

A. SCHRADER'S SON, Inc.

Established 1844.

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Increasing business demands more room and better facilities. We will have both in our new building,  
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Over 20,000 square feet of floor space devoted to

**BICYCLE AND MOTOR SUPPLIES**

WHAT THE TRADE WANT AND WHEN THEY WANT IT

**MANUFACTURERS SUPPLIES COMPANY**

Philadelphia

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THE ADVANTAGES OF LARGE OUTPUT  
AND OF SPECIALIZING IN ONE  
QUALITY ARE REALIZED IN THE



A thoroughly efficient Chain can only be produced by concentration on **one Standard of manufacture**—the low grade and high grade cannot be made in the same factory except to the detriment of the "high grade."

Economy without efficiency is impossible—that is the principal reason why the Renold Chain is the most **economical**. The continuously increasing demand, and consequent growth of output which enables the "RENOLD" to be offered at its present price is a further reason.

Sole Agents for U. S. A.:

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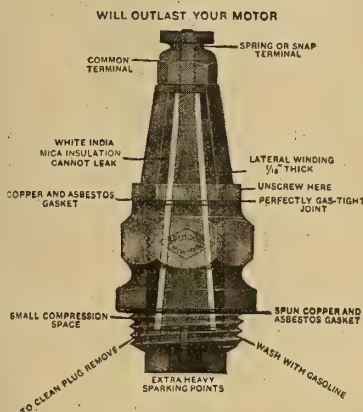
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ENGLAND

## SPLITDORF Motorcycle Plug

On Every  
Winner  
at the  
Newark  
Races  
October 16



The foremost riders depend on the SPLITDORF for Perfect Ignition. And they get it.

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Generator

### REAL Motorcycle Headlights

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

#### LAMP.

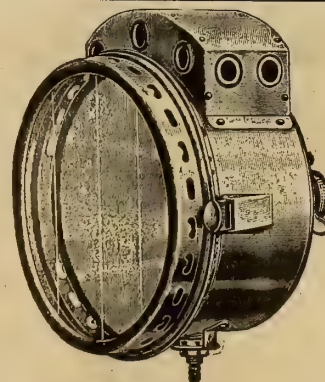
Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
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Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
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**THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK**



Searchlight



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10 cents per line; 15 cents per line if in capital letters. Cash with order.

**FOR SALE**—Indian motorcycle, \$100; 3½ H. P., 1909 model, complete with tools, gas lamp and generator; first-class order; good tires. C. M. SAINT, 58 South Second St., Memphis, Tenn.

**MOTORCYCLISTS** desirous of disposing of their machines will benefit by communicating with us. We have the system that sells them. Prospective purchasers of second-hand motorcycles should write to us. We have the stock to pick from. **TIGER CYCLE WORKS CO.**, 782 Eighth Ave., New York. Phone 1268 Bryant.

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**WHY NOT** send a copy of the *Bicycling World's Annual Spring Number* to your friend? Striking cover design in colors; contains 120 pages; scores of bully pictures of both bicycle and motorcycle scenes; lots of stimulating and entertaining reading matter, including illustrations and summarized descriptions of the 1910 bicycles and motorcycles. Ten cents, postpaid, to any address. **BICYCLING WORLD CO.**, 154 Nassau St., New York.

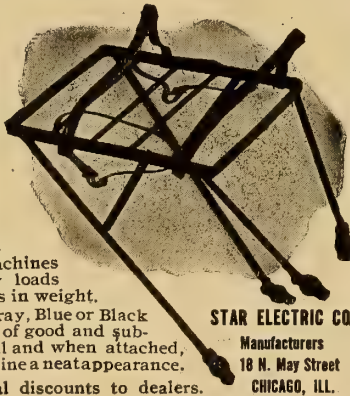
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for Motorcycles and Bicycles

It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance.

\$3.50 —Special discounts to dealers.



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Manufacturers  
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of High-Grade Sprockets  
for the Cycle Trade  
**HYDRAULIC-PRESSED STEEL CO.**  
CLEVELAND, OHIO

**1911** Proposition on Bicycles and  
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Write for Prices

**SIDNEY B. ROBY CO.**  
Rochester, N. Y.

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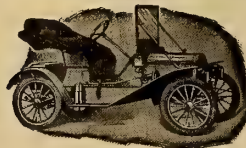
would think of building Bicycles,  
Coaster Brakes, Lawn Mowers,  
Sewing Machines, etc., without using  
therein the



## Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 34, Germany



## Metz Runabout

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

\$485

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Made by **LOUIS RASTETTER & SONS**, Fort Wayne, Ind.

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Prompt and complete shipments

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of

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Made of **\$4.00** Complete  
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Nickel plated, \$1.00 extra

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**SEND** for list of bargains previous to our removal. We have a number of attractive offerings. Write today.

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Parts, Repairs, Accessories and Storage.  
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Expert Repairing, Storing. Spare parts for all makes  
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wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

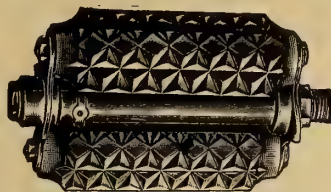
MORSE TWIN CHAIN  
ROLLER

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

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Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

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We want every dealer to have our Cata-  
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BEAN  
CHAIN TOOL  
TWO IN ONE

Will easily remove  
rivets like this.

See that extra sec-  
ond punch on a rever-  
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one Tool equal to two of any other.  
Adapted for any Motor-cycle Chain.  
We have the only Patent for this  
Tool, beware of infringing articles.  
Write for circular and prices!

The Empire Auto Spec. Mfg. Co., Berea, O.

## NAME PLATES

Only Good Ones

THE CHANDLER CO., Springfield, Mass.

## Special Stampings

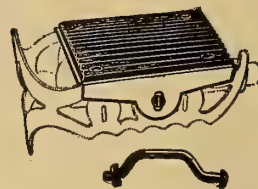
FROM

## SHEET METAL

THE CROSBY CO., Buffalo, N. Y.

The MOTT WHEEL WORKS  
Utica, N. Y.BICYCLE AND MOTORCYCLE  
Rims and Mud Guards

ABBOTT & BAILEY, Sales Agents  
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WALD PEDAL  
RUBBER

3-16 in. thick rubber  
covering the pedal,  
keeps the shoe from  
slipping and cutting the  
sole.

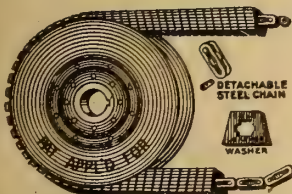
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Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
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is popular. Write for Prices.

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Any size \$8.00. State size in order.

**Collapsible Funnel** for chamolising gasoline and filling motorcycle  
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clean. Size collapsed, 3-1-4 x 1-1-4 inches. Price 75c. (Including postage).

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# Empire Tires

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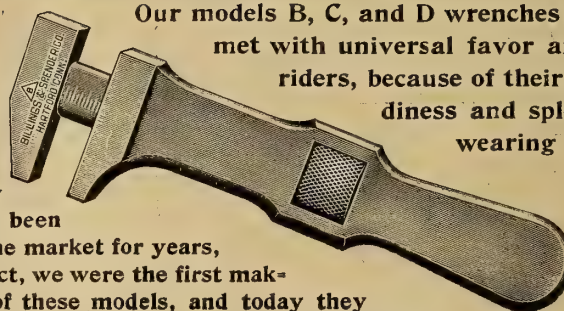
EMPIRE TIRE CO., Trenton, N.J.

## We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

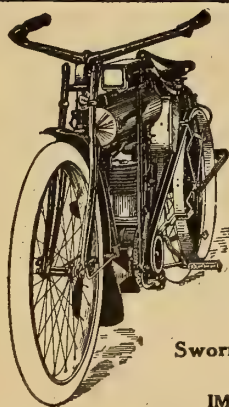
J. W. GRADY & COMPANY, Worcester, Mass.



Our models B, C, and D wrenches have met with universal favor among riders, because of their hardness and splendid wearing qualities.

They have been on the market for years, in fact, we were the first makers of these models, and today they are as popular as ever. Ask any experienced rider what wrench he uses. Get our catalog.

THE BILLINGS & SPENCER CO., Hartford Conn.



## The Ever-Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

The Yale team—as usual—achieved a clean score.

3½ H.P. Single Cylinder \$200 F.O.B. Toledo	<b>YALE</b>	6½ H.P. Twin Cylinder \$300 F.O.B. Toledo
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The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

**RIDE A YALE—THEY NEVER FAIL**

Sworn statement of average upkeep cost in 1909 for all repairs—29c.

IMMEDIATE DELIVERIES—Write for Booklet Today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio, U.S.A.

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That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

BADGER BRASS MANUFACTURING CO.  
Kenosha, Wis. (39) New York City

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Get catalogue and prices.

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Owego, Tioga Co., N. Y.

## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
25c.



Price Each  
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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**  
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# Kokomo Miles

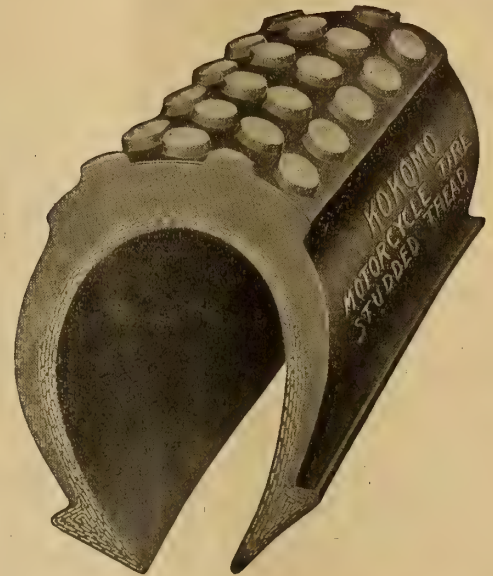
are tire economy and  
tire satisfaction.

## DEALERS

who have not yet ar-  
ranged to carry

# KOKOMO Motorcycle TIRES

for 1911, should write  
us at once for full in-  
formation. These tires  
make both money and  
friends for the dealer.



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KOKOMO  
RUBBER  
COMPANY

KOKOMO, IND.

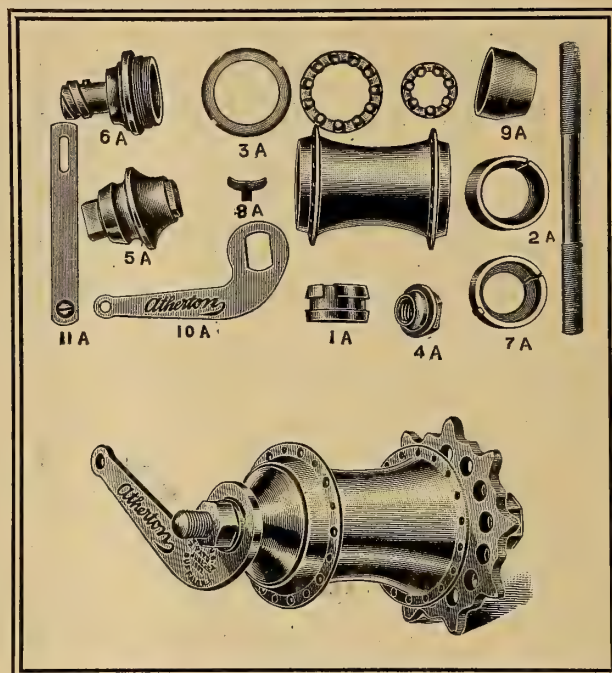
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# Greater Development and More Simplicity

mark another advance in  
coaster brake construction,  
as exemplified in the



# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
effect so far as these qualities are concerned.

**IT AFFORDS** { Perfect Braking—Absolutely Free Coasting  
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

**D. P. HARRIS HARDWARE CO., Distributors**  
48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.



Minneapolis, Minn., Oct. 7, 1910.

THE WHITNEY MFG. CO.,  
Hartford, Conn.

Gentlemen:—We are pleased to inform you that A. H. Helgeson has completed his trip from Los Angeles to New York by way of Spokane, having covered over 7,000 miles on one set of "Whitney" Chains. He has never had a broken chain and has not even exchanged drive chain for pedal chain.

Yours very truly,  
MINNEAPOLIS MOTORCYCLE CO.



"Whitney" Chains  
Are built with pains  
for

**MOTORCYCLES, BICYCLES, AUTOMOBILES, TRUCKS, MACHINERY, ETC.**



P. L. FISON  
PEDALING FROM  
JACKSON, MICH.  
To  
DENVER  
Colo.

Denver, Col., Oct. 26, 1910.  
WHITNEY MFG. CO.,  
Hartford, Conn.

Gentlemen:—I am very much pleased to say that during my trip from Jackson, Mich., to Denver, Col., 1,540 miles in twenty-three days, I did not have any chain trouble and was able to make good time by using one of your chains, which made riding a pleasure.

PERCY L. FISON.

**THE WHITNEY MFG. COMPANY, Hartford, Conn.**



The  
Diamond  
Rubber  
Company



MANUFACTURES AND SELLS

BICYCLE  
— TIRE —  
MILEAGE  
NOT MERELY  
BICYCLE TIRES

¶ A fact which makes the user realize that Diamond Bicycle Tires are manufactured scientifically.

¶ Isn't the user's confidence the one best thing the dealer can get and keep?

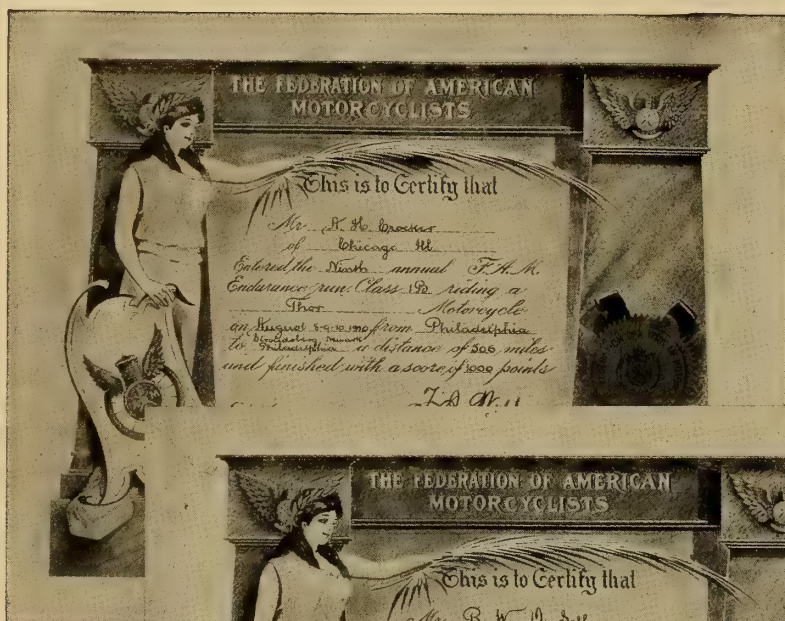


THE DIAMOND RUBBER COMPANY, Akron, Ohio



*Thor**Thor*

## Certificate of Perfection



awarded to *Thor* Motorcycles by the F. A. M. for the only perfect scores in the recent F. A. M. National Endurance Contest.

*Thor* Motorcycles embody all those features that go to make a finished product.

Pneumatic front forks with ball bearing rockers, 4 h. p. roller bearing engine with a real mechanical oiler and ball bearing undergeared transmission now in use, and is

**GUARANTEED FOR LIFE**

*Thor* is a trade mark known to the world for quality only. The Aurora Automatic Machinery Co.

has held this distinction for 20 years and are known as the Master Builders of Metals. *Thor* Motorcycles are the results of all their practical knowledge.

**1911 Models  
Now Being  
Delivered.**

**QUALITY  
RELIABILITY**



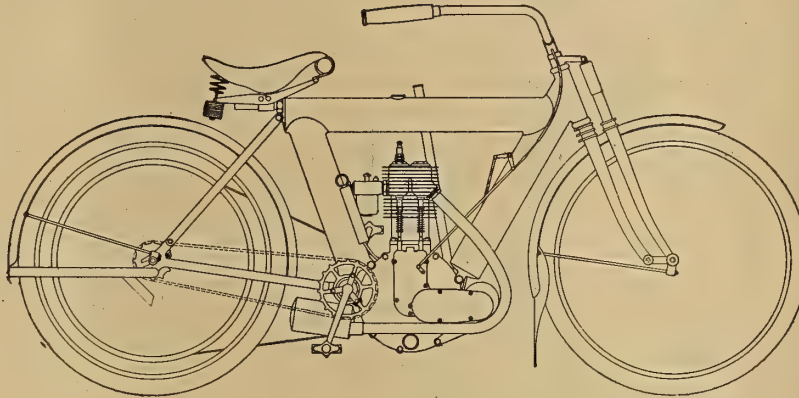
**AURORA AUTOMATIC MACHINERY CO.** Thor Building Chicago, Ill.

*Thor**Thor*



# PIERCE

More Than  
Usual  
Power



No Noise  
or  
Vibration

## Pierce 1911 Models Now Ready for Delivery

### THE NEW SINGLE CYLINDER MODEL

is undoubtedly the leader in the class of medium-priced single cylinder machines. It has more than the average power, less than the average vibration and noise and is remarkable for its endurance under severe road-riding tests. Piece by piece is made right and nowhere can be found greater superiority in the whole.

### THE FOUR CYLINDER,

we scarcely need to point out, is the world's leading motorcycle. The rider who wants the best will always buy the Pierce Four. There is no motorcycle which approaches it in smooth running qualities, in hill climbing qualities, and road touring capability. This machine is built for the severest kind of usage. It will give service and satisfaction everywhere and under all conditions.

Our 1911 motorcycle catalog is ready for distribution. Every man who is seeking motorcycle information should ask for our motorcycle catalog "A."

## PIERCE BICYCLES

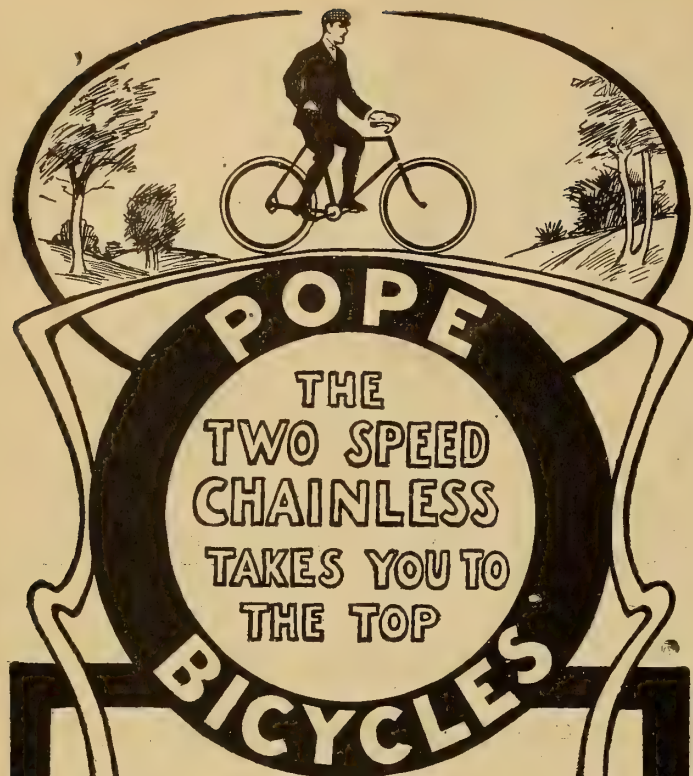
You know them for they are known wherever civilization exists. Men of every race and country acknowledge the superiority of Pierce Bicycles and through them the name Pierce first became famous. We challenge any maker to produce as fast or as strong a bicycle as we build.

The combined agency of Pierce bicycles and motorcycles should be sought by every progressive dealer. If you can't take both agencies, take one. Write for our proposition, "The Agency That Pays."

THE PIERCE CYCLE COMPANY, Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.





## THE TWO-SPEED GEAR

### Serves Four Distinct Purposes

By its use are obtained a high gear for level roads, a low gear for hill-climbing or rough riding, a free wheel coaster, and a hub coaster brake.

#### A Chainless Customer Writes:

"I am much pleased with the wheel I received from you about two months ago, beyond doubt the finest I have ever had. The changeable gear works fine, the spring fork is excellent, and I would ask for nothing better, next to a flying machine."

## POPE CHAINLESS

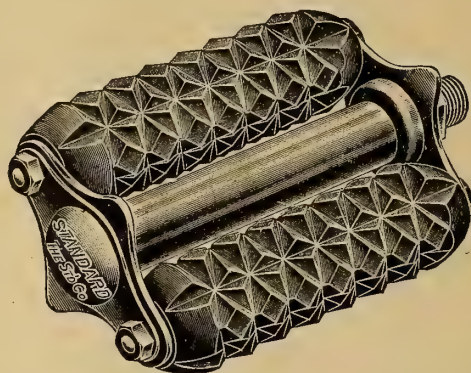
### The Highest Type of Bicycle

Pope Chainless Bicycles are for riders who demand the very best bicycle that can be made—who are willing to pay a little higher first price for a machine that possesses perfect running qualities, that requires the least attention and costs next to nothing for upkeep. Those who ride for the love of the recreation will find no other bicycle so absolutely satisfactory in all respects. The Chainless is always ready for instant use. The bevel gears do not break, clog or entangle the clothing. There is no waste of energy, no backlash, straining or stretching of chain. There is no play or lost motion. Rain, mud or dust cannot affect the protected gears. These gears are forged from high carbon steel and improve with use.

1911 CATALOGUES READY

**THE POPE MANUFACTURING COMPANY**  
Hartford, Conn.

This is the pedal  
you want for  
your motorcycle.



## No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT



# Pittsfield Motorcycle COILS

provide a sure, sharp, hot spark from even a faint primary. No motorcycle service is hard for them, or can lessen their remarkable efficiency.

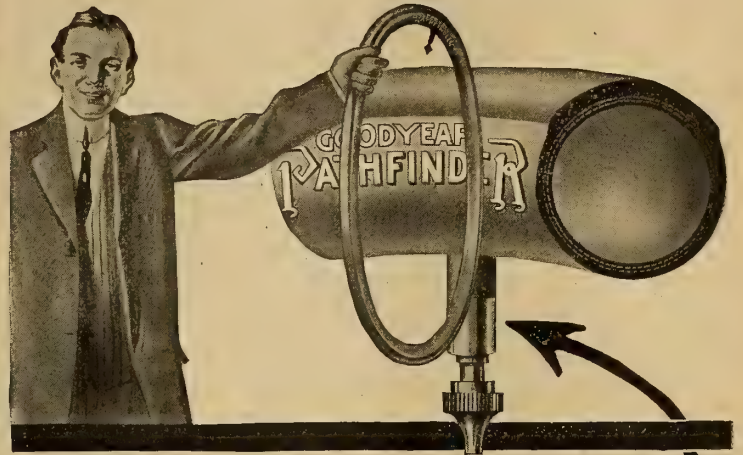
Supplied with either flat or conical end. The one cylinder, four lead Pittsfield Coil sells for \$8.00, and the two cylinder, five lead Pittsfield Coil sells for \$9.00.

**Pittsfield Spark Coil Co.**

DALTON, MASS.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San Francisco, Cal.

## Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10,

The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles before I received my first puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think the tires can stand much more hardship.

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness* and *durability*. The best thing of all is that they can be easily fixed in a jiffy.

ARTHUR S. BOEHM,

1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization

—“fixed in a jiffy,” as Mr. Boehm says. That’s one secret of its surpassing popularity.

Many dealers in all parts of the country are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter off today.

**The Goodyear Tire & Rubber Co.**

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee St.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.; New York Sporting Goods Co., 15 and 17 Warren St., New York City, N. Y., Metropolitan Agents.



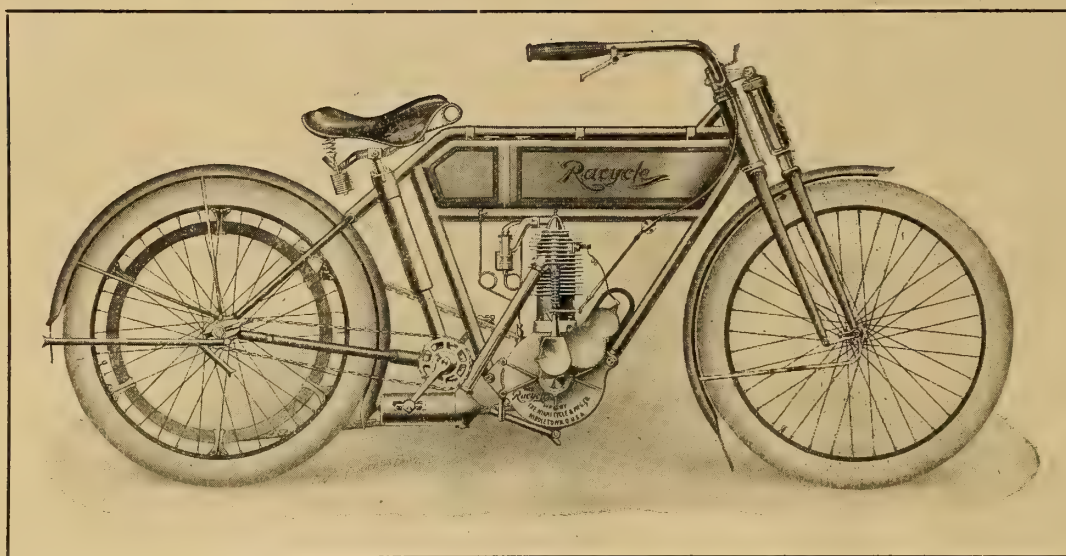
Quality Means Economy—Racycle Means Both

# The 1911 *Racycle* 4 Horse

Flat Belt  
and Idler

Battery or  
Magneto

Ball Bearing  
Engine



V Belt and  
Free Engine

Spring Seat  
Post

Ball Bearing  
Engine

## “The Quality Motorcycle”

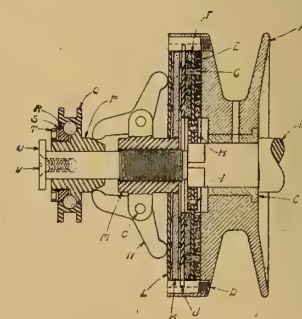
Before you buy your 1911 motorcycle, it will pay you to investigate the Racycle. See what you get and it don't cost any more to get it than you pay for an ordinary motorcycle.

## THE RACYCLE FREE ENGINE CLUTCH

is of the disc-no oil type and has as much friction surface as a small automobile. Controlled from handle bar and.

### It Starts Without Any Jerk

This clutch has a new and original feature, a perfect ball bearing, taking the friction load between the free position and the engaged position and is so designed that when engaged, it has no end thrust whatever. It will start the machine smoothly and without jerk from a standing position. Write to us before buying and you'll never regret it.



F. M. JONES  
Los Angeles—Cal.—Sacramento  
Distributor

If you know anyone who rides  
a Racycle we refer you to him.

GUS. HABICH  
Indianapolis, Indiana  
Distributor

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, November 26, 1910.

No. 10

## ACTIVITY ASTONISHES SALT LAKE

Newspapers Are Surprised at Big Business of a Local Dealer—Cycles and Motorcycles Flourishing.

Some stir has been created in Salt Lake City over the recent arrival of a shipment of 560 bicycles to one dealer in the Utah metropolis, and the local newspapers have found considerable surprise in the big proportions of the bicycle and motorcycle business in their city. The shipment was for the Bicycle Supply Co., and William Brewer, manager of the company, explained to the astonished newspapermen that not only would all the 560 bicycles be sold before another year rolled around but that he expected to dispose of another shipment equally as big before the 12 months are over. According to Brewer the past season has been the greatest that Salt Lake ever has seen in the motorcycle business, too, and the prospects for next year are for even better business. During the summer he sold 85 Excelsiors, he says, and about 15 old machines, and could have sold a great many more had he been able to obtain them.

### Houck to Handle Pierce Motorcycles.

George Houck, of the Echo Motor Boat and Bicycle Co., North Tonawanda, N. Y., has taken the agency for Pierce motorcycles. His establishment is at the corner of Delaware and Young streets.

### Johnson Placing Pierce Agencies.

Agencies for Pierce motorcycles and bicycles for 1911 have been placed with F. A. Baker & Co., of New York City; J. A. Seitz & Co., Syracuse, N. Y., and the George L.

Miner Co., of Rochester, N. Y., by W. A. Johnson, sales manager of the Pierce Cycle Co., Buffalo, N. Y. Johnson indicates that the Pierce factory has been working full force for some time, with over 200 men, and that as a consequence the Pierce deliveries for the coming year will be taken care of as never before.

### Mesinger to Exhibit at the Garden.

Helping to swell the number of exhibits in the motorcycle section at the second week of the Madison Square Garden show, New York City, January 16 to 21, the H. & F. Mesinger Mfg. Co., New York City, has added its name to the list of those who have taken space. The company will exhibit its line of motorcycle saddles.

### San Antonian on the Jobbers List.

Another name has been added to the official list of firms approved by the National Association of Bicycle Jobbers, and this time the addition comes from the Southwest. R. H. Hofheinz, San Antonio, Tex., has been favorably passed upon by the association and has been enrolled as a jobber.

### Opens Bicycle Store in Bison City.

Edward P. Seeber, formerly with the Pierce-Arrow Motor Car Co., of Buffalo, N. Y., has severed his connection with that concern to go into the motorcycle and bicycle business in Buffalo. He has opened a store at 704-6 Main street, with a full line of Pierce motorcycles and bicycles.

### Preparing to Make Motorcycle Tires.

Motorcycle tires are to be one of the products of the American Tire & Rubber Co., which has been incorporated in Akron, O., with a capitalization of \$200,000. The incorporators include F. L. Kryder, A. Duncan, G. C. Waltz, H. Muzzer, J. R. Huffman.

## EXCELSIOR CREDITORS TAKE HOLD

Committee to Control Company's Affairs Until Its \$1,000,000 Liabilities are Paid—Extension is Approved.

By reason of having attempted to do too large a business, the Excelsior Supply Co., of Chicago, Ill., has found it necessary to enlist the aid of its creditors until such time as it can have its affairs readjusted after its overextension. Although the company has been hampered for lack of ready cash for some months, it was not until Tuesday of this week that matters came to a head, when at a hastily called meeting of the creditors, the offer was made to turn over to a committee of the creditors the entire control and management of both the Excelsior Supply Co. and the Excelsior Motor & Mfg. Co. until the indebtedness of the former company, amounting to a million dollars, is all paid.

A committee of the creditors was appointed, and upon investigating the affairs of the company it found that during the past year the Excelsior Supply Co. did a business of over \$3,500,000; that the business of the company is apparently too much spread out, and that while the assets of the company exceed the \$1,000,000 in liabilities by as much as \$400,000, according to a statement prepared by expert auditors, it nevertheless will require careful and patient handling so to administer the liabilities that they may be liquidated as they should be.

"It is evident that this case is a case for extension," is the statement subscribed to by a group of the larger creditors, whose claims aggregate \$650,000, "and we recommend to all creditors to join with us in ac-



cepting the Excelsior Supply Co.'s notes for the amount now due, with interest at six per cent. per annum, payable January 1, 1912. With this extension there would seem to be no occasion for alarm or concern."

The company's financial embarrassment is by no means due to its motorcycle business, which has proved one of the most prosperous and successful of its many activities. The manufacture of automobile motors, under the name of the Excelsior Motor & Mfg. Co., has involved heavy outlays of cash and heavy obligations.

The creditors committee, which, according to the plan submitted, is to take the entire management and control, consists of: John F. Alvord, Standard Co., Excelsior Needle Co., National Needle Co.; J. E. Maass, Corn Exchange National Bank of Chicago; G. E. Benson, National Tube Co.; F. E. Semal, Morgan & Wright, G & J Tire Co., Hartford Rubber Works Co., Continental Caoutchouc Co.; F. L. Watters, Chicago Handle Bar Co.; C. C. Boynton, A. R. Mosler & Co.; W. E. Diehl, Corbin Screw Corporation. The creditors include a representative list of concerns in the cycle and motorcycle supply and materials field.

#### Fisk Again Enlarging Factory.

The Fisk Rubber Company, of Chicopee Falls, Mass., makers of Fisk tires, have again found it necessary to add to their plant. The new addition is of steel and brick, 187 feet long and 36 feet wide, four stories high. A new engine room is also being constructed and the boiler house is being enlarged. The entire new work will add about 43,000 square feet of floor space to the plant and the changes are calculated to increase the production of bicycle and automobile tires about 40 per cent. From 200 to 300 more workmen will be employed. It is expected that the building will be completed and machinery installed by January 15, 1911.

#### Herring-Curtiss Creditors to Meet.

The first meeting of the creditors of the Herring-Curtiss Co., of Hammondsport, N. Y., which lately was adjudicated a bankrupt following a controversy among the stockholders, will be held at Bath, N. Y., on Friday, December 2. The meeting will take place at the court house.

#### Fremont Dealers Adding Motorcycles.

Seitel & Crowell have bought the business of Stein & Parks, 114 Arch street, Fremont, O. The new proprietors will not only conduct a first-class bicycle establishment but intend also to take the agency for a line of motorcycles.

#### Devises a "Spiel" for Gasoline.

Rivalry in gasoline selling has reached a point where dealers are devising new persuasion, more ingenious than a mere cutting of price or the giving of guarantees that the fuel is 76 test. In Phoenix, Ariz.,

a dealer advertises that he will pay "a dollar a drop" for water found in his "guaranteed chamois-strained gasoline," and offers to return their money to all dissatisfied purchasers.

#### Reveals Racycle Construction.

Giving a complete and clear exposition of the distinguishing merits of Racycle bicycles, the 1911 catalog of these machines, as issued by the Miami Cycle & Mfg. Co., Middletown, O., is enlivened not only with a two color illustration of the blue Racycle pacemaker, occupying the two center pages as one large picture, but with numerous detail illustrations that show the exact construction and advantages of the well known Racycle crank hanger, which is so built that the bearings are in the extreme outer ends of the crank hubs. Sectional views also are shown of the Racycle frame construction, revealing liberal reinforcements in the tubing, while other illustrations make clear the special points concerning the Racycle spring forks and "biplane" or shouldered sprockets. In the 24 pages of text within the handsome gray cover there are shown 11 models of bicycle ranging from \$60 for the pacemaker model to \$22.50 for the small juveniles. Not the least interesting of the models is the Miami carryall, a sturdy \$40 commercial machine with front and rear carriers for package collection or delivery. The Musselman armless coaster brake is described and two pages are given to the Racycle equipment, such as saddles, handlebars, tires, hubs and chains, while on the last page is shown a photographic reproduction of ten men on one Racycle, as a test of its strength.

#### Chicago Show Space Allotments.

Allotments of space to the motorcycle exhibitors at the Chicago show, February 6 to 11, are to be made on December 1. The applications for space are being forwarded to George M. Hendee, of Hendee Mfg. Co., Springfield, Mass., who is chairman of the show committee of the Motorcycle Manufacturers' Association. The motorcycle section consists of 3,500 square feet of space on the main floor of the Coliseum Annex during the second week of the show.

#### Tiger Takes Steps to Boom Business.

As a means of stimulating business, the Tiger Cycle & Aeroplane Co., of New York City, has arranged to give away a Royal-Pioneer motorcycle to the customer who most closely and correctly estimates the number of ball bearings, marbles, peas, beans and hazel nuts contained in a glass jar. The company has closed with the Pierce Cycle Co., of Buffalo N. Y., to handle Pierce bicycles for 1911.

#### More Motorcycles for Gas Trouble Men.

For the use of its trouble men, the Spokane Falls Gas Light Co., of Spokane, Washington, has bought two additional

Harley-Davidson 1911 single cylinder motorcycles. The company purchased its first lot some months ago, the machines being 1910 Harley-Davidsons, and the repeat order is regarded as evidence that the motorcycle corps idea is proving satisfactory.

#### Canadian Goodyear Absorbs Durham.

The Goodyear Tire & Rubber Co. of Canada, Ltd., with headquarters at Toronto, Ont., has purchased the Durham Rubber Co., of Bowmansville, Ont., and is preparing to enlarge the plant. The company also is to establish selling branches in Montreal, Vancouver and Winnipeg. F. A. Seiberling, the head of the Goodyear Tire & Rubber Co. in Akron, O., also is president of the Canadian company, of which L. C. Van Beder is vice-president and C. H. Carlyle secretary and treasurer.

#### Van Deusen Joins Sherman at Pontiac.

Harold Van Deusen, formerly with the Aurora Automatic Machinery Co., has joined the sales department of the new Pontiac Motorcycle Co., of Pontiac, Mich. He will be assistant to George W. Sherman, sales manager of the company, this being a position similar to the one he held when Sherman was with the Aurora company.

#### Motorcycle Equipment Incorporates.

After six years of business as jobbers and manufacturers of motorcycle supplies, the Motorcycle Equipment Co., of Hammondsport, N. Y., has become an incorporated company. It has taken out an incorporation under the laws of the state of New York, with a capitalization of \$14,000.

#### Greiss Moves His Jobbing Headquarters.

George H. Greiss, jobber in bicycles, cycle, motorcycle and motor sundries, has moved from 2144 North Second street, Philadelphia, Pa., to a more advantageous location. His new address is 1233 Vine street, where he has taken the entire building, 20 x 85 feet and three stories high.

#### Economy Moves to Its New Building.

The Economy Cycle Supply Co., of Detroit, Mich., has taken possession of its new building at Clifford and Bagley avenues. In addition to its bicycle business, the company also has Michigan distribution for Harley-Davidson, New Era and Armac motorcycles.

#### Harp to Change His Location.

Lewis Harp, of Detroit, Mich., has taken a new location at 508 Brooklyn avenue, to which he will move on December 1 from 402 Grand avenue. In addition to bicycles and supplies, he probably will handle motorcycles as well.

#### Cook Resigns from Federal Rubber.

Otis R. Cook, well known in the tire trade, has resigned as general manager of the Federal Rubber Co., of Milwaukee, Wis.



## MAXIMUM SPEED EXAGGERATIONS

Queer Tricks Played by the Maximum Hand—How One Speed Indicator Acted on the "Bumps."

Speedometers equipped with maximum hands sometimes are to blame for the fibs which the recording angel frequently has marked down against riders who boast of having attained impossible speed with their machines. Instruments equipped with only one indicating hand are exempt in this respect, for the hand is a floating one and advances or retreats according to the variation of the speed. The misleading indication which the maximum hand sometimes gives is due to the fact that it does not float but travels forward with the indicating hand, and when the speed falls it remains at the highest speed attained, until released by a press button.

Maximum hands are affected somewhat by the vibration caused in striking bumps or other obstructions and being unable to move backward, they move forward by slow and sometimes imperceptible degrees when subjected to continuous and violent shocks. In the course of a short run, if the roads be rough or obstructions be encountered at speed, it is possible to jar the maximum hand ahead several notches more than the highest speed attained during the run.

Some remarkable facts have come to light as the result of an investigation by a coterie of New York riders, one of whom asserted that he was able to attain a speed which seemed impossible for his machine. He was able to back up his statement by showing the maximum hand, but one of the party, who is a shrewd thinker, was not satisfied. At his instance the machine in question was taken out on several runs and opened up full, while the others rode alongside and compared their instruments with that attached to the supposedly "fast" one.

In the speed test, three instruments agreed on a maximum speed of 53 miles an hour, which was considerably below that claimed by the rider, who seemed much mystified by the apparently great falling off in the speed of his machine. The test was repeated several times with the same result, 53 miles being the highest speed attained. This speed indicator on the motorcycle under test was the only one which was equipped with a maximum hand, and after the tests the maximum hand was left at the 53 mark quite by accident, the party being deeply engaged in discussing the case.

On the way home the motorcyclists did not attempt any more speeding, but had occasion to ride over some extremely rough roads. A puncture brought the party to a halt temporarily, and while waiting one of

the riders happened to notice that the maximum hand of the "queer" speedometer had crept up to indicate 57 miles. He immediately called the others' attention to it, and there was an animated discussion in which all sorts of theories were advanced. Finally the wizard of the party decided to do a little more testing in that particular spot.

Mounting the motorcycle which had shown such high maximum hand readings, he reset the maximum hand and dashed up the road, striking some particularly bad projecting rocks and holes. The others looked on with interest. After about five minutes of riding he came up and dismounted with a shout. He had a theory before starting that the rough road had jarred the maximum hand beyond the 53 mark previously attained, and confirmed this when, watching it closely, he saw it very gradually move beyond the point reached by the floating hand.

Needless to say, this discovery caused quite a sensation and all of the group took a try at satisfying themselves that the maximum hand really had "the shakes." The owner of the "fast" machine was quite crestfallen to learn that it was several miles slower than he thought it was. He was the butt of much good natured joshing and vowed that he would take the speedometer to the makers and find out the reason for its telling a double story.

### Free Engine Clutch for Old Indians, Too.

It undoubtedly will be welcome news to the thousands of owners of 1909 and 1910 loop-frame Indians to learn that the new free engine clutch can be fitted to those models with little trouble. The chain pitch line of the new clutch is the same as the compensating sprocket formerly used, and requires but a trifle more space, being only an inch thick and weighing a few ounces more than a pound. Naturally the needs of the 1911 models must be met first, and in response to the flood of inquiries regarding deliveries of the clutch for old models, the Hendee Mfg. Co., of Springfield, Mass., states that none can be supplied for this purpose before the first of the year, when the factory will be in a position to meet all demands for the clutch for application to previous models.

### Aids in Carbureter Adjustment.

When a carbureter requires adjusting it is best to take the job to a repairman who understands the whims of such a device, but if for any reason it becomes necessary for a novice to attempt the undertaking, it should be remembered that black smoke accompanied by red flame indicates that the mixture is too rich; yellow flame denotes that it is too weak. Blue flame and a clear, sharp exhaust signify the proper setting. Backfiring in the inlet pipe is another symptom of a weak mixture, while explosions in the muffler may mean that it is too rich.

## EMERGENCY STOPPING MEASURES

Means for Reducing Speed in Case the Brake Control Fails—Sliding Off From the Saddle.

While brakes and controls are pretty reliable and certain in their action nowadays, it is well to be prepared in an emergency to save oneself from harm if either of these important elements should unexpectedly fail. If for instance one should be coasting down a mountain road and upon attempting to apply the brake find that the pedaling chain which actuated it had either jumped the sprockets through having been allowed to become loose, or if the chain should snap under a sudden strain, the situation would call for quick action if the rider, whether cyclist or motorcyclist, would save himself from serious and possibly fatal injury. Few machines are equipped with two brakes, reliance being placed on one, and in most cases this dependence is well placed. But sometimes the unforeseen happens.

If the coaster brake of a bicycle should become inoperative for any reason, one need have no concern if there is a hand brake, and if there is not, the machine, unless it has obtained too great momentum, can be brought to a stop by placing the foot against the front tire and exerting a steady pressure on it, provided there is no front mudguard to prevent. With a motorcycle, however, it is different and the situation becomes more serious, for usually only one brake is fitted, while the front guards prevent the foot being used as an emergency brake.

Compression is available, but this is of little use if the machine is flying down a steep grade. Sometimes one may retard the progress of the runaway machine by dragging the feet on the ground, but this is likely to be most effective on the level, where the speed is not accelerated by a down grade.

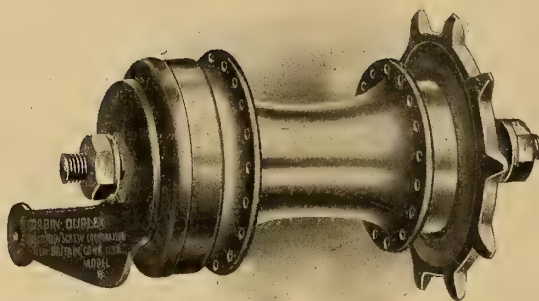
As a last resort one can throw one's self from a machine, and if possible a soft spot by the side of the road should be selected. If the machine is turned up a steep bank the grade will quickly bring it to a stop, and while undoubtedly throwing the rider off, his chances are good for escaping with only slight bruises. It is much better to suffer scratches and bruises in this way than to continue with the possibility of being impaled on a wagon shaft or automobile dumb irons, or striking a rock and being hurled from the machine, with a broken neck as the result.

When it becomes necessary to abandon a machine the best way to do so is to slide off the rear of the saddle. In this way the rider is sure to fall clear of the machine and will not be injured by it falling on him.

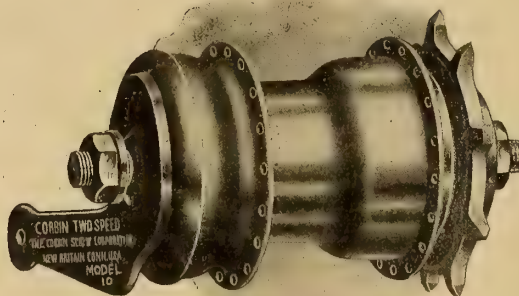


# CORBIN

## Coaster Brakes for Bicycles



CORBIN DUPLEX COASTER BRAKE  
supplied in standard or narrow width; also a special  
size for tandems.



CORBIN TWO-SPEED COASTER BRAKE  
gives a high and low gear on the one machine, in  
combinations from 42 to 160 gearing.

### CORBIN SCREW CORPORATION

New Britain, Conn.

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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## Makers Keeping True to the Type.

Very few radical structural changes are noticeable in a majority of the 1911 models which already have been uncovered, and this disposition of the leading manufacturers to adhere to standards previously adopted and to concentrate their efforts more towards the refinement of minor features has many advantages. The discarding of the previous year's model every year is very costly to the maker, for it means the scrapping of a vast lot of tools and fixtures of an aggregate value in the thousands and also leaves the suspicion in the minds of the public that his previous model was a failure.

Another good point concerning the retention of standard models from year to year is that where such a policy is pursued the previous models of that make for a year or two back are not so obsolete or antiquated as otherwise might be the case and consequently the depreciation is not so great. Any shopworn or used machines of that make that the dealer may have on hand do not shrink as much in value if the new model does not differ radically from them. In the rider's case it is the same, and his machine will bring more when he sells it after a year or two than would be

the case if the later models of the same make differed radically from it.

Not only is there no money for the manufacturer in making radical and expensive changes in design yearly, but such a policy puts the machine in a bad light among riders who regard it as an experiment at their expense. Furthermore, where the new models are not radically changed, many of the new improvements can be fitted to the earlier models. Not only is this a great benefit to the rider but it creates business in parts both for the maker and dealer. Where a standard model is made year after year with little change, the cost of jigs and tools is soon paid for and the cost of parts reduced, which permits of sharing the reduction with the rider. A satisfactory machine is more likely to be evolved from gradual pruning and refining than from periodical abandonment and reconstruction of the whole machine.

## Factory "Schools" for the Dealers.

It may be too early in the industry to urge or suggest to dealers and manufacturers the merits of factory "schools" for teaching dealers and their employes the factory end of the motorcycle business. Some manufacturer will start the fashion before many seasons, however, and meanwhile the idea has value for individuals who are enterprising enough to apply it for themselves.

For the dealer who is entering the motorcycle business in a serious way and not as a mere dabbler or experimenter, the benefits of a knowledge of the factory's methods are very great indeed. A good working knowledge of just how the factory does things cannot be gained by a one day's social visit and a trip through the plant. A week of visiting and browsing about is better, and two weeks or a month is proportionately better yet. Greater results could be accomplished in a shorter time, however, if the factory were to maintain a "school" for dealers and repairmen, so that the various features of the product and its manufacture could be taken up thoroughly and systematically by someone qualified to convey the necessary information in the clearest possible way.

Not a few of the automobile factories maintain "schools" or instruction departments of this general character, with the result that they are creating a large class of "graduates" who are able to give their

machines proper repair and treatment and who are in sympathy with the factory's methods and aims. All this results in better service and a greater degree of satisfaction so far as the product is concerned.

There is a magic in drawing patronage when a dealer can say that he had had a factory training in regard to the machine he is handling or that men in his mechanical department have been factory trained. There also is a magical difference in the kind of repair or adjustment work done on a machine by a factory trained man and by the average catch-as-catch-can repairman.

Young men who are wise enough to see in the motorcycle industry some opportunities such as no other line of business at present offers, can do well to visit the factories of the motorcycles with which they will have the most to do. Not only can they learn a great deal from the technical standpoint, but they also can gain valuable information as to the factory's method of handling orders for parts, the shipping routine and other matters that are involved in a dealer's relation with the manufacturer.

For such young men the manufacturer should have a warm welcome, even if the visitor does not present the appearance of being able to place large orders at an early date. Some provision should be made for affording such visitors the opportunity to get the information they are seeking, so that there will be a minimum waste of time in the process. Every visitor of the kind, whether he be an intending dealer or a humble helper in some motorcycle agency's repair shop, can be made a friend and missionary for the factory where he is allowed to acquire the technical information he comes to get. The more widespread such information becomes, the better the product will be taken care of after it has left the factory.

Of all warning signals that may be employed by the cyclist or motorcyclist for letting pedestrians or vehicle drivers know of his approach, none is more efficacious than the human voice, according to an experienced rider, who has experimented with everything from bells to mechanical sirens and hooters. For close range work, a shout from the rider will bring a more immediate response than will any other sound, as the usual run of artificial signals are all commonplace in traffic and do not challenge unusual attention.



# Coming Events

## 1910 November 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
	1	2	3	4	5	
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of

the Motorcycle Manufacturers' Association at Hotel Breslin.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

of three parts of alcohol, two parts of glycerine and 15 parts of water is sometimes used, but the plain alcohol mixture is the best.]

### Removing Tar from Machine and Clothes.

Unless one cares nothing for the finish of a machine or is prepared to devote an hour or so to good hard scrubbing it is wise to keep away from freshly tarred roads. Tar has a strong attachment for varnished surfaces and clothing, and once it connects with either it is very apt to stay put for good unless it is removed while it is fresh. Waiting until one gets home is folly, for once the tar hardens nothing will affect it. If through oversight or ignorance the machine or clothing does become spattered with it, the best thing to do is to get to the nearest drug store in a hurry, procure some benzine, dip a cloth in it and get busy. This will take the tar spots off the machine and clothing about as good as anything known, but the treatment must be administered while the tar is fresh.

### Show Dates Chosen for Buffalo.

Buffalo's fourth annual sportsmen's show, at which motorcycles and bicycles are to have a place among the exhibits, is to be held at the Broadway Arsenal, March 25 to April 1. Dai H. Lewis is the manager.

### Trophy Non-Stop Proves a Non-Start.

Although the team representing the Motorcycle Touring Club of New York was on the spot ready for action, there was no interclub non-stop run on Pelham Parkway, New York City, on last Sunday, 20th

inst., as the Concourse team did not show up. Owing to the lateness of the season it is probable that the contest, for which R. G. Betts has offered a trophy, will not take place this year.

### Time for the Winter Harvesting.

Just four good weeks now remain to cycle dealers for selling bicycles for Christmas. The big department stores, the big hardware stores and the big cycle dealers will sell thousands of bicycles in that time. The smaller dealers will sell none in that time if they do not emulate the big fellows in presenting bicycles attractively.

### Dayton is Purchasing Motorcycles.

For the police department in Dayton, O., the director of public safety has purchased a Merkle motorcycle, out of money left over in an appropriation for an automobile patrol wagon and ambulance. Another motorcycle is to be purchased soon.

### No Thanksgiving Gymkhana.

Owing to lack of interest the Motorcycle Touring Club of New York's gymkhana trials scheduled for Thanksgiving Day were called off. It was the last event of the season on the club calendar.

### Annual Ball for C. R. C. A. Easterners.

The Eastern Division, Century Road Club Association, New York City, will hold its annual ball February 21, 1911, in Westminster Hall, Lenox avenue and 114th street. All clubs are invited.

### Chicago Reliability in March.

The Chicago (Ill.) Motorcycle Club announces that the second semi-annual reliability contest for the club trophy will be held the latter part of March or early in April, 1911.

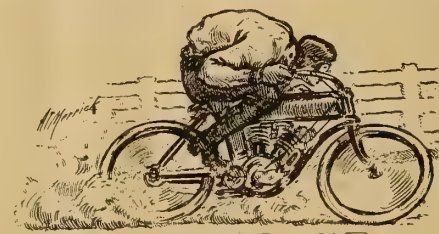
### Detroit's Exhibition is Announced.

Wayne pavilion again has been chosen for Detroit's annual motorcycle, bicycle, motorboat and accessories show. The dates are February 27 to March 4.

### Not Newsy, but Confirmatory.

"I cannot get along without my Motorcycle Review. Were it not for your paper I would not have had a motorcycle. I have a friend who takes it, too, and he thinks it is the best paper there is for the motorcyclist."—James Gibbs, Buffalo, O.

### FAMILIAR NAMES ILLUSTRATED.



"CROOCH"

## Correspondence

### Anti-Freezing Solution for Generators.

Editor of the Bicycling World and Motorcycle Review:

What methods have been found efficient in preventing generators of acetylene lamps from freezing while on the road? Would the addition of grain alcohol to the water be entirely safe, and would it affect the quality of the light? If such an expedient would serve, in what proportion should the alcohol be added, and what freezing point would result?

Dr. J. P. RITCHEY,  
Townsend, Mont.

[Grain alcohol or denatured alcohol up to about 25 per cent. may be added to the water for the generator without interfering with the action of the generator or injuring the lighting effect, reducing the freezing point to about 10 degrees above zero. Wood alcohol is even better, as 25 per cent. added to the water will bring the freezing point down to zero or below. Calcium chloride in the water is sometimes used, but it by no means is to be recommended, as the ordinary commercial calcium chloride contains acids that result in a choking up of the gas passages. If calcium chloride is used it should be very pure, with one part of the calcium chloride to four parts of water. This brings the solution down to a freezing point of about five degrees above zero. If the temperature seldom goes down as low as this, less calcium chloride may be used. A mixture



## SAVANNAH'S RACES SENSATIONAL

Thanksgiving Day Contests on Grand Prize Course Prove Thrillers—Moscher Takes the Big Event.

For producing close and exciting road races, the Grand Prize course at Savannah, Ga., seems to have no rival in this country, for close on the heels of the automobile classic held there a few weeks ago, which produced the closest finish of any event of the sort ever held, the motorcycle road races held by the Savannah Motorcycle Club on Thanksgiving Day, 24th inst., over the world famous circuit, furnished the closest and most exciting motorcycle road events of the year in this country.

Taking the lead in the last lap, when the sole man in front at the time was slowed by a puncture, John Moscher, riding an Indian, won the Southern motorcycle road championship by the narrow margin of five seconds, covering the 51.9 miles, or three laps of the course, in 1:12:10, an average of 43¼ miles an hour. After holding the lead from the start, and seemingly sure of victory, Earl McCone, Indian, was robbed of the coveted honor when a tire punctured in the last lap when he had six miles to go. He was passed by Moscher, but nevertheless fought gamely to the end and was beaten by only five seconds, finishing on a flat tire. Chester Storrey, on a Thor, when he saw McCone's plight made a desperate effort to pass him, but was not quite equal to the task and lost second place by four seconds. The uncertainty as to which of the first three would win kept the crowd keyed to a high pitch.

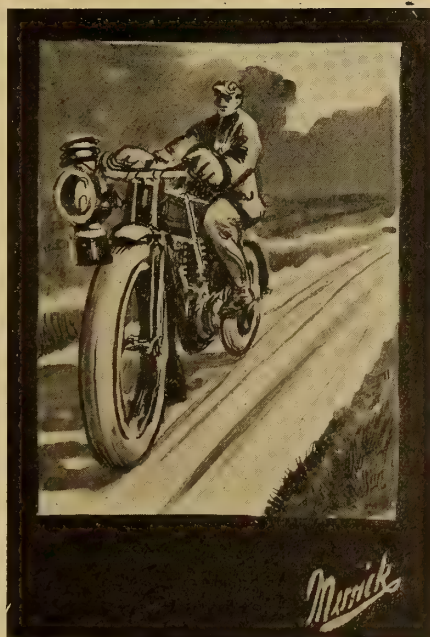
Thirteen men started in the blue ribbon event, and the ultimate winners soon showed their form, gradually pulling away from the rest of the field. A big spill occurred early in the race. Within a mile after starting, Arthur King, N. S. U., was thrown from his machine by a tire puncturing. King fell directly in front of several riders who were close behind, and all but one, Chester Storrey, managed to avoid him. Storrey was unable to do so and ran over King. In the general mix-up Moscher was run into from the rear by another machine and his stand unfastened. Fearing to stop to replace it he rode the remainder of the race with his stand dragging, at the imminent risk of being thrown.

The Savannah championship was one lap of the course, 17.3 miles, and brought out a banner field of 24 starters. This event afforded McCone some offset for his defeat in the big race, for he had the satisfaction of defeating Moscher and won as he pleased. His time was 23:30, an average of 44½ miles an hour, and one mile an hour faster than the Southern champion-

ship. Second place was taken by H. A. Keck, Harley-Davidson, who came in 25 seconds behind the winner, and leading the third man, Chester Storrey, Thor, by nine seconds. The men were sent away at five seconds intervals, McCone being the last to start. Riding in great form he steadily overhauled one after another and gained the lead in the last mile. From that time until the finish he never was in danger of being ousted.

Twenty-six riders started in the last event of the day, the 51.9 miles race for single cylinder belt machines. Coincidence, Fate, or whatever one chooses to call it, played true to form again, as in the previous events. As McCone who ran second in one race was returned the winner in another, so H. A. Keck, Harley-Davidson, who ran second in the Savannah championship, led the field home in the belt event. By hard riding he managed to work his way in front, and then piled up a big lead, winning with nearly ten minutes to spare. His time was 1:10:22, and he averaged 44.3 miles an hour, bettering the average in the big race. Snedeker, Excelsior, was the second man to arrive at 1:20, and Doyle, Excelsior, came next. There was a close scramble for third place, Doyle, Excelsior, getting it by only six seconds. McCone also started in this event, but did not figure. It resolved itself into a fight between the Harley-Davidson and Excelsior factions, there being twelve of the former and ten of the latter competing.

## APPEARANCES ARE DECEIVING.



No; this is not an advance photographic reproduction of a long wheel base, 1911 model motorcycle. Again one is wrong, if one assumes that it is some improved type of gasoline propelled road roller. It is none of these. It is a representation of about what the average amateur photographer gets for a result when he attempts to photograph a friend on a motorcycle.

## ALL WICKWIRE AT SAN ANTONIO

Captures Six Out of Six Events in Which He Starts—Sessions and Ulrich Get Gleanings.

Repeating his clean up of two weeks ago on the opening day, Rex Wickwire, and his Indians, singles and twins, again proved invincible on Sunday, 20th inst., the closing day of the International Fair, San Antonio, Tex. Wickwire's riding was of the usual brilliant order and netted him six victories in six starts, more than which could not be asked. The races were held under the direction of the San Antonio Motorcycle Club, and provided plenty of excitement for the 10,000 people present. The local star had things his own way throughout.

Leading all the way Wickwire lapped the field and won hands down in the eight and one-quarter miles handicap, the topline on the card. The races were at odd distances because the track is an odd size, three-quarters of a mile. In this event twins were on scratch and allowed the singles one lap handicap. Wickwire, who rode from scratch, soon worked up in front and was content to stay there with a safe lead until the half-way station was reached. Then he cut loose and ran away from the field, lapping all and finishing nearly a mile to the good. O. Heikens, on an Indian, beat Otto Leoloff, on a Thor, for second place.

In the minor events, honors were divided between W. T. Sessions, Harley-Davidson, and A. T. Ulrich, Thor. The former accounted for the nine miles for belt driven singles, and the latter took the six miles consolation. Sessions' machine caught fire soon after starting in the three miles handicap and he quickly hopped off and extinguished it with dirt. For a moment the flames soared quite high and caused some commotion in the stands, but they were put out with slight damage.

Summary:

Ten and one-half miles, pursuit, trade riders, 30½ cubic inches—Won by Rex Wickwire, Indian; second, W. T. Sessions, Harley-Davidson; third, O. Heikens, Indian. Time, 10:14.

Three and three-quarter miles, pursuit, trade riders, 40 cubic inches—Won by Rex Wickwire, Indian; second, Otto Leoloff, Thor. Time, 6:43.

Nine miles, belt singles, 30½ cubic inches—Won by W. T. Sessions, Harley-Davidson; second, S. Hall, Indian. Time, 12:10.

Three miles, handicap, 61 cubic inches—Won by Rex Wickwire, Indian; second, Otto Leoloff, Thor; third, M. Derr, Indian. Time, 3:50½.

Nine miles, singles, 30½ cubic inches—Won by Rex Wickwire, Indian; second, W.



T Sessions, Harley-Davidson; third, Otto Leoloff, Thor. Time, 10:45.

Nine miles, twins, 40 cubic inches—Won by Rex Wickwire, Indian; second, Otto Leoloff, Thor; third, L. Miller. Indian. Time, 10:11.

Eight and one-quarter miles, handicap, twins, scratch; singles, three-fourths mile handicap—Won by Rex Wickwire, Indian; second, O. Heikens, Indian; third, Otto Leoloff, Thor. Time, 9:40.

Six miles, consolation—Won by A. T. Ulrich, Thor; second, L. Miller, Indian. Time, 8:09½.

#### Arizonans in Races at Phoenix.

Two exciting motorcycle races were held at the state fair grounds, Phoenix, Ariz., on the 10th inst., and J. M. Barker, riding an Indian, won both of them, breaking the five miles local track record. In the three miles event for 4 horsepower machines. Barker finished first in 3:23, with Frank Kinney and E. W. Bacon, on Indians, following in that order. The five miles race was a hummer, and Barker was forced to clip 40 seconds from the old record in order to win. His fastest mile was 1:02, and his total time, 5:35. Kinney was a close second and Bacon again landed third. The races were put on by the Arizona Motor Co., and the small fields were due to the fact that the other dealers held aloof.

#### Professionals Encouraged by F. A. M.

Professional motorcycle racing men and those amateurs who contemplate joining the cash chasers, need have no fears that the powers that be in the F. A. M. will

frown on them or discourage professionalism in motorcycle racing. Rather the opposite, for the professionals are being looked to to furnish the cream of motorcycle racing next year, and in order to encourage a substantial swelling of the professional ranks, the F. A. M. administration

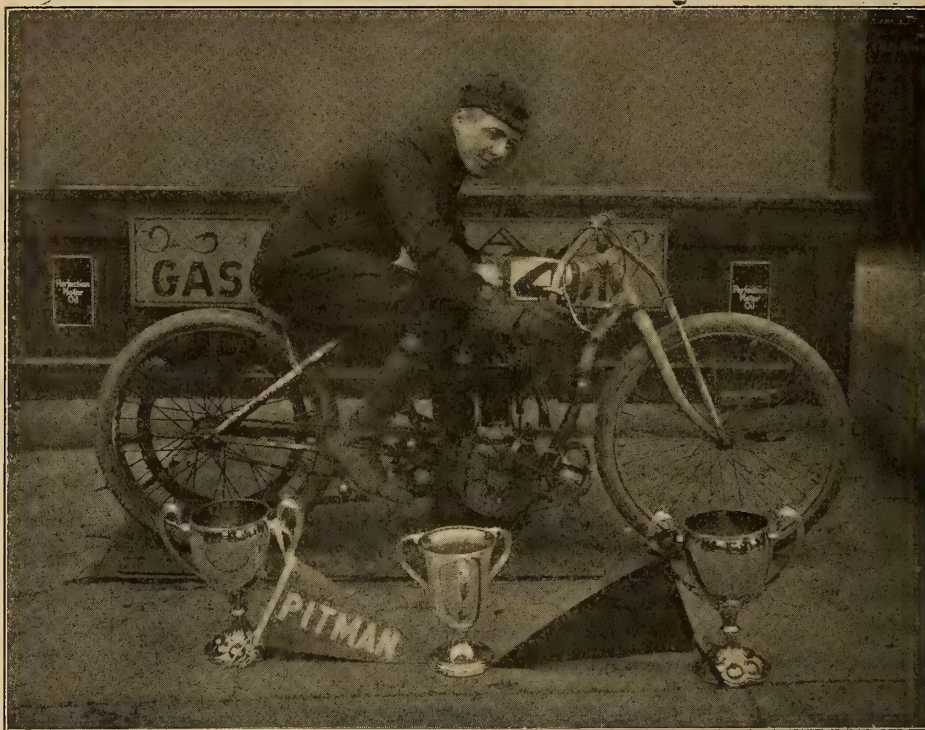
has unqualifiedly placed the official seal of its approval on this class.

"It will not be long, in my opinion," said President Willis in endorsing the movement, "before there will be a great number of professional riders in the F. A. M. ranks. While a great many of our best people, particularly those interested in athletics, have a horror of professionalism in connection with sport, the motorcycle racing game is a different proposition. The initial cost of a machine and its up-keep for racing purposes will make a big hole every year in \$1,500. Motorcycle racing is a business and a profession in itself, and I can't see why a man should be held in disregard for making his living in this way any more than he should be held in disregard for making a living by repairing motorcycles or manufacturing them."

#### Business Basis for San Diego Club.

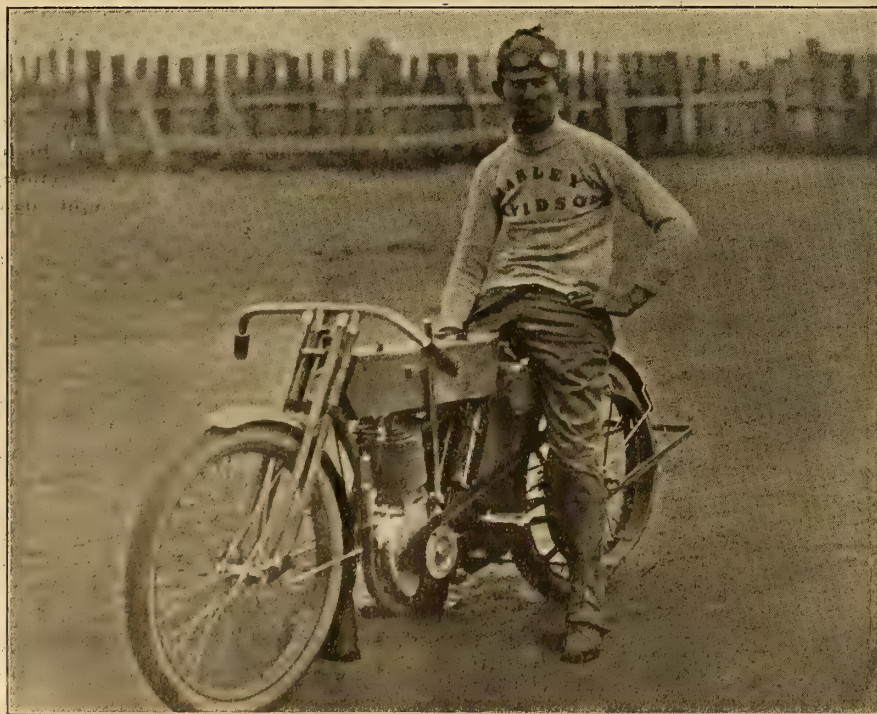
Aiming to avoid the rocks of mal-administration upon which many clubs have been wrecked in the past, the San Diego (Cal.) Motorcycle Club is taking a leaf from the commercial world and embodying business methods in its organization. After incorporating and adopting new by-laws it has chosen as a board of directors to serve for terms of one, two and three years, respectively, seven solid and substantial business men of that city, as follows: S. L. Lyon, C. A. Sheppard, F. E. Copley, C. E. Smith, J. McAndrews, W. O. Borden and H. I. Northern. This board will have sole charge of all business matters pertaining to the club.

#### FROM NOVICE TO MATCH WINNER AT ONE MEET.



E. T. Hollenback, on a Curtiss rode in a novice race at Alcyon Park, N. J., recently, and later captured the five miles open and a match race.

#### CONSTABLE EATS UP THE TRACK—AND SHOWS IT.



He is not a peace guardian constable—his name is Thurman Constable. Riding a Harley-Davidson, he lately has ridden in 56 races, winning 52 first prizes.



## BALKE DEVELOPS A SPEED STREAK

Defeats Graves and Seymour at Los Angeles—Breaks a Record for the Track, as Does De Rosier.

Two more records for the track were shattered at the regular meet at the Coliseum, Sunday, 13th inst., the marks that tumbled being the four and six miles competition figures, respectively, and Jake De Rosier and Charles Balke, on Indians, were the men who did the honors. De Rosier did his little trick in the first heat of his match with T. M. Samuelson, when he whizzed around the wooden dish in 4:46 $\frac{3}{4}$ . The old figures, 4:48 $\frac{3}{4}$ , were set by F. E. Whittler, on a Merkel, the Sunday previous. Balke's four miles record journey was made in the first heat of the trade riders' event, and required 3:00 $\frac{3}{4}$ , as compared with 3:14 $\frac{3}{4}$ , the former figures.

De Rosier easily was the topline of the day, and had victory in his grasp at all times. He beat T. M. Samuelson decisively in two straight heats of a match. The first heat was a six miles, and Samuelson got the pole and the lead at the send-off. He did not hold it long, as De Rosier passed the Mormon toward the finish of the first lap and never again was headed. Samuelson, however, had plenty of fight left and kept after Jake, who maintained a safe lead until the last lap, when he cut loose and reeled off a wild sprint which gave him a 100 yards lead at the finish. In the second heat De Rosier was more lenient and toyed with Samuelson, playing see-saw until the last lap, when he again ran away, and won handily by about 50 yards.

Graves's defeat by Balke in the first heat of the trade riders' event was a surprise.

for the former has been considered invincible on the Coliseum. It was a nip-and-tuck scrap all the way, but Graves was unable to hold his machine steady and never got closer than 20 feet. It was said afterward that his machine was geared too high. In the second heat Ray Seymour, Indian, easily defeated Al Ward, Merkel, in 3:10 $\frac{3}{4}$ . Balke trounced Seymour in the final, which was at eight miles. Time, 6:47. Although the racing was exciting, the events filled poorly, there being only two starters in each, while the crowd likewise was small 1800 being present. Summary:

Six miles, private owners, singles—Won by Erwin Knappe, Indian; second, Ray Peck, Excelsior. Time, 6:35 $\frac{3}{4}$ .

Eight miles handicap, professional—Won by W. E. Samuelson, Indian (scratch); second, J. A. McNeil, R-S (725). Time, 6:59 $\frac{3}{4}$ .

Professional match, Jake De Rosier, Indian, vs. T. M. Samuelson, Indian—First heat, six miles, won by De Rosier; time, 4:46 $\frac{3}{4}$ . Second heat, four miles, won by De Rosier; time, 3:10 $\frac{3}{4}$ .

Trade riders, 61 cubic inches—First heat, four miles, won by Charles Balke, Indian; second, M. J. Graves, Merkel; time, 3:00 $\frac{3}{4}$ . Second heat, four miles, won by Ray Seymour, Indian; second, Al Ward, Merkel; time, 3:10 $\frac{3}{4}$ . Third heat, eight miles, won by Balke; second, Seymour; time, 6:47.

### Goerke Gets from Under the Ban.

Walter Goerke, of Brooklyn, N. Y., who, together with Harvey Bernard, Harry Nixon and several other riders, was suspended some time ago for taking part in an unsanctioned meet at Toledo, O., has made his peace with the competition committee and again is in good standing. Bernard, Nixon and the others, however, have failed to avail themselves of the opportunity offered them to have their sins washed away and consequently they still are under the ban.

## NINE PERFECT AT SAN FRANCISCO

Twelve of the 24 Starters Finish the Stiff 250 Miles Run—Mrs. Karslake Wins Honors.

Not having been conspicuously active in a contest way for some time, the San Francisco (Cal.) Motorcycle Club got busy on Sunday, 13th inst., and staged a 250 miles reliability run—they called it an "endurance run"—to Monterey and return, approximately 250 miles. That it was no boulevard jaunt may be judged from the fact that of the 24 starters only 12 finished, nine of them with perfect scores. One of the latter was a woman, Mrs. F. E. Karslake, on a 6 Merkel, and a motorcyclist of several years standing.

Those who came through perfect were the following: R. J. McCloud, 3 $\frac{1}{2}$  Indian; L. W. Connor, 5 Pierce; Mrs. F. E. Karslake, 6 Merkel; C. A. Gunn, 3 $\frac{1}{2}$  Indian; F. E. Karslake, 7 Merkel; L. Alzina, 5 Indian; W. C. Beaman, 7 Indian; E. N. Moor, 6 Merkel, and W. C. Collins, 7 Indian. Those who finished but were penalized were: H. Koshintsky, 4 Thor; E. E. Stone, 4 Thor; E. L. Roseberry, 4 Harley-Davidson.

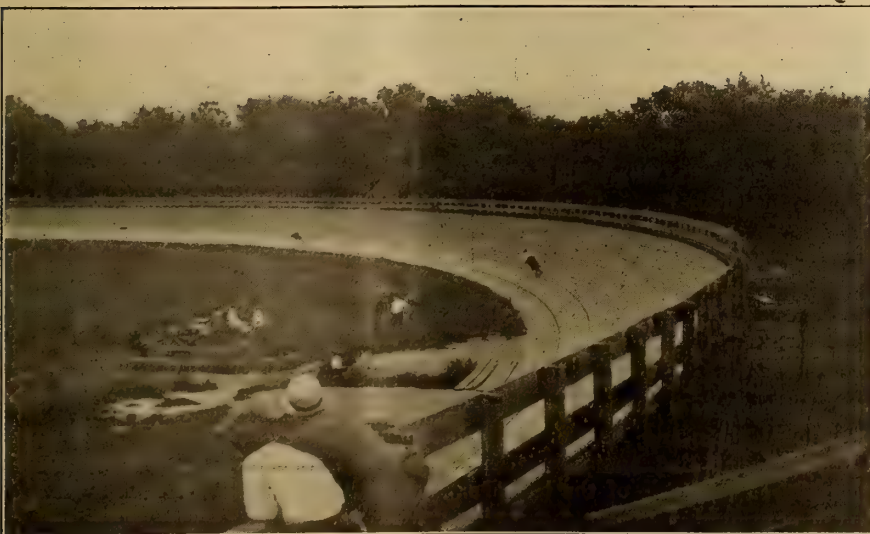
These riders did not finish: D. Broderick, 4 Indian; J. Heck, 4 Thor; C. C. Simmons, 4 Yale; L. Gallagher, 6 Yale; E. Williams, 6 Yale; J. S. Riley, 6 Curtiss; B. W. Theobald, 6 Curtiss; F. Delaney, 6 Curtiss; C. C. Collins, 4 Harley-Davidson; C. Young, 4 R-S; F. E. Leach, 7 Merkel, and V. E. Davis, 5 Indian. Davis managed to get himself "pinched" near Gilroy for burning things up, and his little speedfest cost him \$8. The judge also admonished him to make haste slowly in future.

At 5 a. m. the first two riders were sent away from the club headquarters and the others left in pairs at two minute intervals. A schedule of 20 miles an hour was laid out, although between Gilroy and Salinas, 29 miles, the singles were allowed 20 minutes extra on account of the stiff San Juan grade on which many either pedaled or walked. The riders were checked both ways at San Jose, Gilroy, Salinas and Monterey, with five minutes leeway at checking stations and half an hour for lunch at Monterey. At the finish the riders checked in at Oakland, across the bay from San Francisco.

### Toledo Motorcyclists Hold a Banquet.

Starting with "rubber cement cocktail" and ending with "smoking mufflers," the second annual banquet of the Toledo Motorcycle Club, of Toledo, O., was held at The Farm, on Friday evening, 18th inst. The affair was restricted to members of the club and a few visitors, and with music, jesting, speech-making and banqueting was such a success that its repetition next year is assured.

## FUTURE STARS OF THE BOARD TRACK AT PRACTICE



In Springfield, Mass., the big three-lap board track, although unused for box-office racing, is extensively used every day by motorcycle riders with speed ambitions.



## PICTURES AND SOME GOSSIP OF FOUR CLUBS



The top picture is a group of members of the Wyoming Motorcycle Club of Cheyenne, Wyo., one of the most vigorous of the 1910 organizations. The three pictures in the center of the page show the Peoria Motorcycle Club, of Peoria, Ill., at the lower left hand; a group of riders of the Poughkeepsie (N. Y.) contingent in the middle picture, and members of the Consolidated Motorcyclists, of Keene, N. H., in the upper right hand view.

The Wyoming club has a novel system in connection with its road runs, by which for each run one member is appointed the official mechanic or repairer, whose duty it is to assist those riders who may encounter trouble. This mechanical duty is shifted about from member to member for the different runs. As a means of making the members proficient in the repair of all makes, the club holds a series of "clinics" at evening meetings during the dull months, where the various kinds of motor-

cycle are taken up and dissected, each in turn.

Special interest attaches to the Peoria club's picture by reason of the fact that it is the first photograph ever taken of the members as a group. The setting looks quite semi-tropical, but this appearance is due solely to the fancy shrubbery surrounding an hospitable hos-

not running. That, doubtless, is why they turned their backs on it. Maybe so, maybe



so. The Consolidated riders are shown as they appeared at Marlboro, N. H., where they trekked for one of the Sunday feeds for which a certain hotel up there is locally famous.

No happier idea for a motorcycle club run ever was conceived than to have the objective point a place where there is something good to eat and drink, and the Con-

solidated tourists are credited with having the most perfect red lists, blue lists and black lists of eating places in New England that is possessed in that section, with the possible exception of the Ancient and Honorable Artillery of Boston, whose gastronomic feats are notorious.

solidated tourists are credited with having the most perfect red lists, blue lists and black lists of eating places in New England that is possessed in that section, with the possible exception of the Ancient and Honorable Artillery of Boston, whose gastronomic feats are notorious.



## Rare Operation May Save Pascal.

After hovering between life and death for the last two months, Roy Pascal, the Newark (N. J.) motorcyclist who was badly injured in a collision at Olympic Park on September 5, has shown marked improvement following the removal of a section of the spinal column, and the surgeons are encouraged to look for his complete recovery ultimately. Pascal's case

is one of the most remarkable in the surgical annals in this country, for after his injury he lay unconscious for weeks and his mind was affected. When he finally became rational again and his wounds had healed it was found that an injury to the spine had caused paralysis of the left arm, and after a consultation of noted surgeons it was decided that an operation was necessary for the removal of a section of bone

which was pressing upon the spine and causing the paralysis. The operation was a success and Pascal now is at his home in Newark and has shown such improvement as to give hope of a complete recovery eventually. Dr. Thomas Pascal, a brother of the injured man, took a prominent part in the case, which was a very rare one and attracted the attention of leading specialists throughout the country.



**WALTHOUR AND BUTLER TRIUMPH**

In Franco-American Motor Paced Match at Paris, They Defeat Lavalade and Guignard—Furious Riding.

"Great Expectations" which French cycling fans entertained before Sunday, November 13, of seeing America humbled in the dust during the widely heralded Franco-American match races, came to naught through the splendid riding of Bobby Walthour and Nat Butler, the representatives of the Stars and Stripes. The event created an enormous amount of interest and the Palais des Sports was crowded to the limit when the cracks lined up for the first heat of ten kilometers. In this heat Nat Butler, the veteran, was opposed to Guignard, the speed marvel of France, in short-distance motor paced racing. For a short time it looked as if Butler had caught a Tartar, as Guignard went to the front with a rush, gradually opening up a gap of more than a hundred yards between himself and the plugging American. Butler, however, called for top speed from his pace and went after the flying Guignard with a vim. At the tenth lap he caught up with him, passed him, and from then on was never in danger. He lapped his opponent in the 18th, again in the 25th, and for the third time in the 35th lap, finishing the 40 laps with a lead of 875 meters. Time, 8:48½.

In the second heat Walthour battled against Lavalade, and a great battle it proved! Lavalade got off in the lead, but Walthour caught up with him before the turn was reached. From then on it was a neck-and-neck race, Walthour on the outside and Lavalade hugging the pole. Bobby made several attempts to pass the Frenchman, but found it impossible. Pandemonium reigned in the arena when it was seen that Lavalade took the greatest kind of chances in order to keep on the inner rail. Trying a new scheme, Walthour dropped back nearly 60 yards, expecting to see Lavalade slow up a little or become careless. The ruse failed, however, and in order not to lose more ground Walthour then went high up on the turn and shot after the Frenchman as fast as his legs could send him. The crowd cheered madly and both men flew around the saucer side by side. In the bell lap Walthour again tried to scoot past, but lost 15 yards in the attempt. Lavalade shot across the tape that much to the good, while the crowd nearly went crazy. Time, 8:34½.

The third heat, however, was the real test. Each nationality having one victory to its credit, excitement ran high when Butler and Walthour lined up against Guignard and Lavalade in the deciding heat over 50 kilometers. Walthour got

away first, with Lavalade, Butler and Guignard following in the order named. The pace becoming hotter and hotter, Guignard dropped back and was lapped by the others. Butler then passed Lavalade and kept close to Walthour, who tried hard to shake both his opponents by fast riding. Lavalade, however, fought hard and for ten kilometers the three cracks were less than ten yards apart. At 20 kilometers Walthour still was leading, with Lavalade hanging on and Butler fifteen yards to the rear. At 30 kilometers Butler tried to forge to the front, past his rival countryman, but the Georgia blond would not permit it. The speed increased. It seemed as if nothing could separate the three "stayers," when suddenly, amid a groan of disappointment from the enormous crowd, Lavalade's rear tire went flat. The loss of several laps caused by this mishap seemed to take all the vim out of him, and he rejoined the runaway Americans thoroughly disgusted and demoralized. Now the race lay between Walthour and Butler, and the former developed speed too much for the veteran, beating him by a full lap. In the exciting scramble between the three leaders, every one had lost sight of Guignard, who was quite incapable of holding his own against such opponents and quit. Time, 44:08¾.

**Fisher Defeats Vanden Dries on the Flat.**

Although there was only one bicycle event, a two miles handicap, on the card at the Twenty-third Regiment games at the armory, Brooklyn, N. Y., Saturday night, 19th inst., it produced some sensational riding and an unexpected outcome. Franklin Fisher, the Empire City Wheelmen's lone representative, was in great form and sprung a surprise by winning the event hands down, and defeating William Vanden Dries, the N. Y. A. C. crack, who has been considered unbeatable on the flat floor. The latter hoisted the white flag in the last quarter, when he saw that his chances were nil. Fisher, who rode from the ten yards mark, incidentally reeled off the distance at a speed that would have cracked a record of several years standing had he started from scratch. His time was 4:53¾. T. J. Murphy, 30 yards, was second, and C. A. Mohrman, 60 yards, took third.

**Celebrate Kramer's Birthday and Record.**

Frank Kramer, the American cycle race champion, was most agreeably surprised on the 21st inst. by friends who gathered at his home in East Orange, N. J., in honor of his 30th birthday and the tenth year of his reign as national bicycle champion. During the course of a collation, the champion was again surprised by the presentation of a beautiful gold pin, which in design and execution represents the ten-times championship and the years 1901-1910.

**AUSTRALIA'S BIG RACE IS SLOW**

Annual Dunlop Road Contest from Warrnambool to Melbourne Won by Piercey —Has 355 Starters.

Held under the most severe weather conditions that ever have attended its running, the big Dunlop road race in Australia, which took place on October 1 between Warrnambool and Melbourne, 165 miles, was won in the slowest time that ever has been made in the history of the classic, with the exception of that made in 1895, when the big race was instituted. The slow time was due to the strong wind which retarded the men considerably throughout the race. A light rain fell at the start and in some places the roads were heavy from the effects of a hard drenching. It was the 14th annual running of the race, the event having been allowed to lapse in 1899 and 1900.

From out of the 355 cyclists who started, constituting the largest number of starters in the history of the race, the winner evolved in C. A. Piercey, a 19 year old youngster, who had 47 minutes handicap. He covered the course in 10 hours 1 minute and 21 seconds, actual riding time. Second place went to J. McSweeney, with 17 minutes handicap, who made the trip in 9 hours 31 minutes and 21 seconds. E. G. Perrett, a 45 minute man, was third in 9:59:23. First time prize was won by J. Pianta, an 11 minute man, who finished ninth. He covered the course in 9:30:46. Two hundred and two riders finished, 84 less than last year, although 43 more started this year. This decrease may be set down to the high wind.

In view of the unfavorable conditions it was not to be expected that any records would be broken. In fact, the time limit of 10½ hours had to be extended to 12 hours in order to allow a majority of the riders to finish. The last man in, J. Critchley, who had 39 minutes handicap, required 12:27:12 to complete the course. Last year's winner was W. E. Knaggs, who had 41 minutes handicap and finished in 7:32:19. The time prize in 1909 was won by I. R. Muro, a three minute man, who covered the course in 7:12:51, an average of nearly 23 miles an hour and the best time made in a bicycle road event of over 100 miles. This year the time prize winner averaged nearly 17 miles an hour.

Mayor Saltau, of Warrnambool, sent the eight limit men away promptly at 6 a. m., and the others followed in due course, the three scratch men leaving at 7 o'clock. A large crowd was present at the start, while for practically its entire length the course was fringed with people. The crowd at the finish was greatest, about 15,000 people being present, and it was with great diffi-



culty that they were handled and prevented from interfering with the riders. It is estimated that approximately 80,000 people witnessed the race from various vantage points. It was the largest crowd that the race ever attracted.

When the first three men hove in sight there was great commotion. McSweeney seemed to be a sure winner, but in the last 30 yards Piercey put forth a supreme effort and hurled himself in front. McSweeney was unable to respond in kind and Piercey flashed over the line a winner by a scant length. Owing to the strong wind there was a tendency among the riders to shelter themselves by herding together, and as they rubbed against each other there were many falls. The largest spill occurred on a curve two miles before reaching Camperdown, when 15 men went down. A. R. Collins was the most seriously hurt and required hospital treatment. Punctures also were responsible for many more or less dangerous spills.

Although Piercey, the winner, has been riding for two years, it was the second long distance race in which he had participated. He was unplaced in the first, and was not regarded as dangerous in the big event. For his victory he received \$150 in cash and a gold medal worth about \$30. The time prize winner, Pianti, received a bicycle and the Australian road championship blue ribbon. All who finished within the time limit received bronze medals. The total prize value was \$1,045. Pianti is a rider of some note in Australia, having once won the Beverley-to-Perth road race, and he has finished well in many other events.

One of the features of the race each year is the elaborate provision made for feeding the men, this detail being looked after by the Dunlop Rubber Co. of Australia, which promotes the race. This food item is an important one, the total cost being estimated at \$800, based on a calculation of eight shillings per man for 400 men. Some idea of the amount of food required may be gleaned from the following itemized list: 270 gallons of milk, 275 dozen bananas, 96 dozen sausages, 275 dozen oranges, 220 pounds chocolate, 220 pounds muscatels, 84 bundles of celery, 26 pounds of cocoa, 90 pounds of biscuits, 24 pounds of bread, 10 pounds bovril, 100 pounds sugar and 40 dozen eggs.

The first food allotment was distributed to the riders at Camperdown, 43 miles from the start, when they received canvas bags containing a various assortment of edibles. Warm milk was passed out in specially prepared tins. The bags were provided with loops so that they might be slung over the shoulder and a hook was provided so that the bag could be attached to the back of the sweater or jacket, thus preventing the package getting in front of the rider and interfering with him. At intervals small packets of food were handed out, and another loaded bag was exchanged

for the first one at North Geelong.

At the checking station the men had to pass through specially erected barriers in single file, which slowed them down and facilitated the checking. At the finish the Dunlop company provided hot baths for the riders and furnished cabs to take the men to them. Their street clothing, which had been placed in bags and tagged with the name of the owner before starting, also was ready for them, having been forwarded by train. Moving pictures of the race at the start, finish and points en route were shown that night in Melbourne.

Some of the rules were rather severe. No change of machines was permitted or no tampering with seals was allowed, under penalty of disqualification. No change of



make of tires was allowed after the entry had been made, single tube racing tires were forbidden and the accepting of pace from any outside sources was prohibited.

#### Cyclists Climb Connecticut Hills.

Members of the Eastern Division, Century Road Club Association, New York City, who took in the Sunday club run to Greenwich, Conn., on the 20th inst., are priding themselves on their hill climbing ability, and are of the opinion that St. Louis riders who long have enjoyed an enviable reputation for hill climbing have nothing on the New Yorkers in that respect any longer. Although the air was quite crisp and cool when the riders left Columbus Circle, once they got outside the city and tackled the advance guard of the pimples ahead they soon worked up a circulation that made everyone feel comfortable. Most of the riders rode high gears, which are better adapted to Long Island roads, and they soon developed a wholesome respect for Connecticut hills, but nevertheless conquered them. A stop was made at Mamaroneck to get second wind, and some amusement was found in dissecting an old rusty bicycle frame which one of

the riders discovered. Upon arriving at Greenwich the riders were the guests at dinner of J. M. Mitchell, a member of the association, who left home early Sunday morning and rode back with his guests. The homeward run was a leisurely one, the riders reaching New York about 5 p. m. The first five in the club run competition are as follows: 1, George Bieregel; 2, Joseph Arcaro; 3, Schlenoff; 4, Albert Baker; 5, S. Segal.

#### Kopsky Injured in Building Accident.

Joseph Kopsky, holder of the American unpaced century cycle road record, was seriously injured on the night of November 21 by the falling of a steel girder in the construction work at the new Grand Central Palace, which is being built at 46th street and Lexington avenue, New York City, and in the erection of which Kopsky has been employed. Kopsky and his companions were on a temporary platform on the ninth floor of the building when it was seen that a big girder, which was being hoisted above their heads, was slipping from the noose of the cable that held it. When it fell its edge struck Kopsky on the thigh, throwing him against an iron pillar beside which he had been crouching. He was about to pitch over into the street when two other ironworkers reached out and saved him from the fatal fall. Kopsky was taken to Flower hospital, where it was found that he had a badly lacerated thigh, bruises and probable internal injuries, but it is believed that he will recover.

#### Ericson is Empire City's Champion.

Although he won three of the four club championships of the Empire City Wheelmen, Brooklyn, N. Y., which were held at Sheepshead Bay track, Sunday, 20th inst., and got the diamond championship medal emblematic of his prowess, Carl Ericson was hard pressed for premier honors by Franklin Fisher and won out with only one point to spare. The championships were scored on a point basis, Ericson securing 18, Fisher 17 and J. Becht 13. Ericson captured the half mile, mile and two miles, and was third in the five miles. Fisher gathered in the five miles, and ran second in the others, while Becht was second in the five miles and third in the others. Eleven started, all told. The medals for the three best men are diamond, silver and bronze, respectively. In the running off of the ties resulting from the handicap race series, Ericson trounced Hanson and Segelken defeated Napier. The latter was the greatest loser, for by his defeat he was crowded out of the prize list, gold watches going to the first six as follows: Matt Barnett, C. Ericson, C. Hansen, Franklin Fisher, J. Becht and W. Segelken. Tomorrow (Sunday) Joseph Fogler, Edward Root and some other prospective six days pluggers will take a little road exercise with the Cork Pullers, a subsidiary of the E. C. W.



## Trade Rider's Views on Tricks, Tracks and Troubles

No little confusion exists in the popular mind in relation to motorcycle racing as to the difference between a trade rider, a private owner and a professional, and this confusion is unconsciously a more correct reflection of the facts than at first would appear by a reading of the official definitions. Both the trade riders and private owners are classed as amateurs, since they are not supposed to race for cash prizes, their rewards being medals, trophies, jewelry, plate or other suitable amateur prizes. To ride for cash, either as a prize or as appearance bonus, is to be a professional, but the conditions under which the trade riders are competing are such that they so nearly approach professionalism that it sometimes is difficult to discover the difference. In discussing this phase of racing, a well known trade rider, upon being coaxed to give his views, spoke freely of his observations and opinions, incidentally making some frank comments on promoters and on some of the vexed phases of the control of the sport, which show how difficult a strict separation is.

"Most of us trade riders are professionals in everything except the name," he declared. "We get paid for riding and all our expenses are borne by the factory, and the only difference between us and the legitimate pros is that they take cash openly while we take it on the quiet. I'll admit that we really are wolves masquerading in sheep's clothing as far as most of the trade riders are concerned, for they don't have these privileges, but, at that, I don't consider that we are entirely to blame for the abuses which have grown up in the trade riders class. I for one am willing to switch over with the pros if the other top notchers in the trade rider class will do it too, but if they will not, I am not going to go it alone and make the picking still easier for

them. That seems to be the idea that some of them have in mind."

"If you put my name to it," he continued, "some of the boys might think that I was sore and rushed into print to get square. But I'm not. I'm satisfied to let things go along as they are, if it suits the others, for I'm really a whole lot better off than a good many of the trade riders. I think that the people who are the most to blame for the condition of the racing game at present are the promoters. They play favorites among the riders, paying the expenses of some who are no better than the others, and the prizes that are offered are positively punk. I've got prizes coming to me that I positively would not take. They are so cheap and tinny-looking that I would be ashamed to show them to anyone or admit that I had won them.

"I've got a few promoters on my list who won't get me to ride at their meets again unless they put up something decent in the way of prizes. If the other fellows want to risk their necks for a dollar and a quarter gold medal or a pewter cup they can do so. I'm not hankering after such junk. All some of these promoters think of is getting the money, and then when they get some of us good riders who really draw the crowds, they are not willing to give us decent prizes.

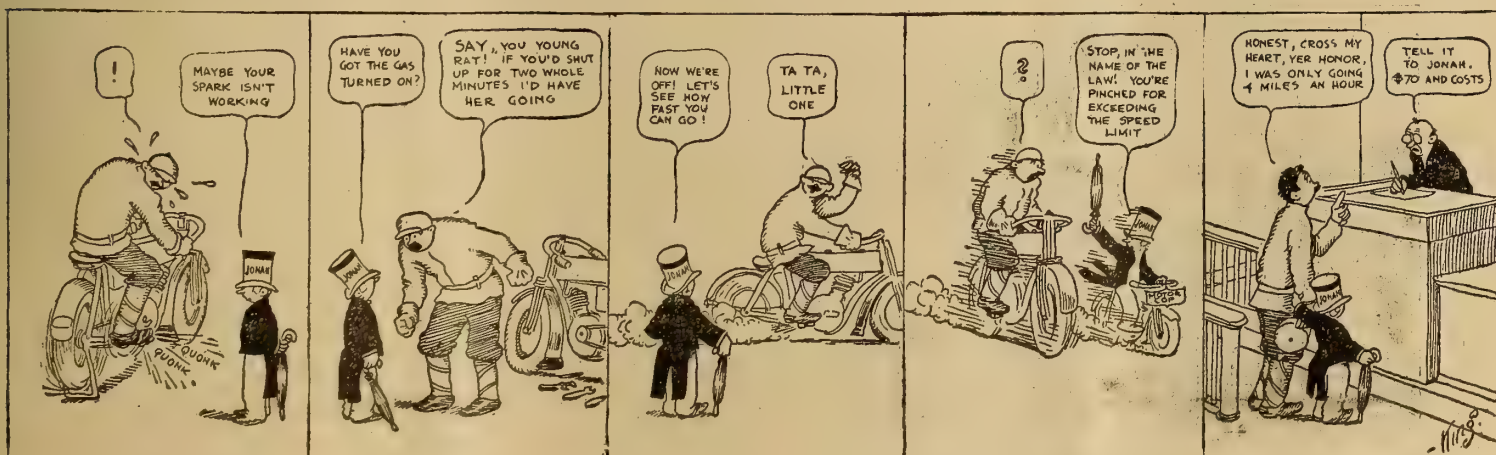
"Then again, some of these promoters never deliver any prizes. I've got prizes coming to me that I won nearly two years ago, and they're coming still. Write for them, you say? I've written several times, and I've also kicked to Thornley, but it did not do any good. They simply won't come up with them. If Thornley would put some of these fellows on a black list and refuse to give them any more sanctions until they squared themselves on the prize question it might teach them a lesson. But

I suppose they would beat us out of them even at that, by getting someone else to apply for a sanction after they got turned down themselves.

"I suppose you can't expect Thornley to neglect his own work entirely to look out for racing, but it seems to me that they ought to have some one in that office who would give his whole time to it, and who would go out around the country and get wise to the things that are being put over. The automobile people have a chairman of their contest board who gets around the country to the big events and sees what's what, and you will notice that automobile racing has been cleaner this year and better managed than ever before. That is what ought to be done in motorcycle racing, too, and it seems that the F. A. M. soon ought to be able to afford to pay the chairman of the competition committee a salary and also have him chase around a bit and get next to what is doing.

"For instance, look at this big row out in Los Angeles. Everybody on one side thinks that everyone on the other side is a crook and vice versa. Now there are square men on the coast just as there are in the East or any other part of the country, and if the chairman of the competition committee from his headquarters cannot select the right men who can be depended on absolutely, he ought to be able to go right out there and tackle the job without gloves. If anybody is putting things over, they ought to get the screws put on them good and plenty, and if this were done without any favoritism it soon would clear things up and there would be no more technical records or funny work in those parts.

Measuring of machines ought to be done by a competent man who has no connection with the motorcycle trade whatever.





and the measuring ought to be open to all who care to be present. Furthermore, the referee should be a man whose integrity cannot be questioned and who will allow no one to pull the wool over his eyes. Most of those good riders on the coast are wise to all the tricks of the game, and the referee ought to be wise too. Otherwise there's nothing to prevent someone slipping one over some time and getting away with it, too.

"Getting back to this prize question, I'll say that I've ridden in the East and the Middle West, and I had much rather ride in the latter section. Out there the clubs treat the riders decently and put up good prizes, and when an outsider comes along they give him a square deal, no matter what he rides. If he does anything worth while he gets a glad hand from the crowd. In the East there is too much jealousy and clannishness among the riders, and unless you happen to belong to the clique you get the short end of it every time.

"Western tracks also are better banked and in better shape generally and the meets are run off more smoothly. In the East there is no system to a race meet and no one seems to know what he is to do. The management is rotten. If it is going to grow and prosper, racing needs to be run differently next year. What it needs is not more rules but an enforcement of the present ones. I'm willing to play square if the other fellows in my class do the same, but if they try to put anything over and I know it, I'm going to try my best to beat them to it. No fellow likes to come out and squeal. Leastwise, I don't. But it is up to the referees and to Thornley to get wise to the tricks."

#### Million Dollar Boulevard for Queens.

A new boulevard from Long Island City, N. Y., to Jamaica and the southern limit of the borough of Queens is "in the works," plans for the project having been filed by Nelson P. Lewis, chief engineer of the New York board of estimate. It is esti-

ated that the boulevard will cost \$1,000,000, of which 50 per cent. is to be paid by the city, 30 per cent. by the borough of Queens, and the remaining 20 per cent. by the property owners along the proposed route. From Long Island City the boulevard, which will be 200 feet wide, will go via Thompson avenue and Hillside avenue and Jamaica.

#### Cleveland Club's Candidates Chosen.

No lack of candidates confronts the electors at the first December meeting of the Cleveland Motorcycle Club, of Cleveland, O., as a generous list of nominees was brought forth at the club's meeting on the 19th inst. The officers and directors of the club are to be chosen from the nom-

inees' list on December 5. For the presidency of the club there are three candidates: W. L. Johns, P. H. Sheridan and F. B. Preston; while for the vice-presidency there are two candidates: E. H. Tracy and R. S. McConnell. There is no contest for the office of recording secretary, the present incumbent, Terry Tracy, being the only candidate, but for financial secretary there will be rivalry between W. C. Howe and H. H. Huntsbery. Four candidates are presented for the treasurership, these being L. J. Mueller, H. H. Johnson, A. A. Zucker and M. Foster. The board of directors consists of five members, three being elected to serve with the president and the vice-president, who are members of the board by virtue of their office. The nominations for directorship include: E. J. Freer, E. H. Tracy, J. Buckstein, H. H. Sill, L. J. Kissig, Terry Tucker, F. B. Preston, H. Johnson, M. M. Foster, A. J. McBeath, William Schaffer, George McIntire, R. S. McConnell.

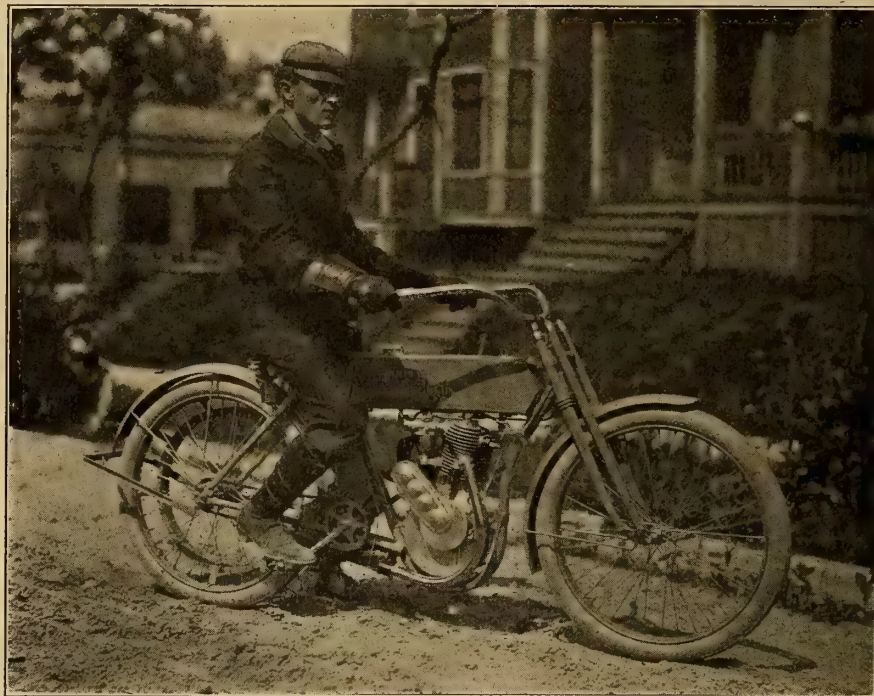
#### Fines for Speed and Open Muffler.

For failure to observe the speed laws of Indianapolis, Ind., three motorcyclists were arrested on the 20th inst. and fined ten dollars each. One of them received an additional fine of five dollars for riding with an open muffler.

#### Stol Defeats Rutt in Pursuit Race.

A six days grind at Bremen, Germany, was interrupted long enough on November 12 to permit a 50 lap pursuit race being run off between Walter Rutt and Johann Stol. Stol won by 35 meters in 8:58½, the track measuring 16 laps to the mile.

#### HIS NAME APPEARS ON THE TANK—AND ON CUPID'S LIST



William S. Harley, designer, chief engineer, buyer and so forth for the Harley-Davidson business, has followed the example of the Davidsons—married on Nov. 15.

#### TAUNTON MOTORCYCLE CLUB ON AN OUTING



Not long ago the club at Taunton, Mass., held a clam boil and ball game at Watson's Lake. The picture shows some of the club members just before the return trip.



# EXCELSIOR LAUTO-CYCLE

## LUBRICATING SYSTEM

**T**HE most vital feature of a motorcycle is the lubricating system and more motors have been ruined by lack of oil properly placed than from all other causes.

Fully realizing the inefficiency of the crude splash system commonly employed, we developed for the Excelsior Auto-Cycle a perfect lubricating system.

In this system we eliminate everything in the nature of pumps, either mechanically or manually operated, and deliver in proper quantities a constant supply of fresh, clean oil to both main shaft and connecting rod bearings and the cylinder walls.

The oil supply is carried in a tank built within the gasoline tank and is delivered therefrom through a sight feed to the right hand main crank shaft bearing.

From there it is carried through the hollow crank shaft to the crank pin bearing. Having performed its work at that point, it is thrown by centrifugal force to the lower part of the cylinder where a circular pocket in the crank case gathers the oil and delivers part to the cylinder wall, piston and wrist pin and the rest through a tubular duct to the left main bearing.

The oil pocket at the base of the cylinder is of such form that the piston at the completion of its downward stroke enters the pocket, picks up the oil therein and on the upward stroke spreads it evenly over the cylinder wall.

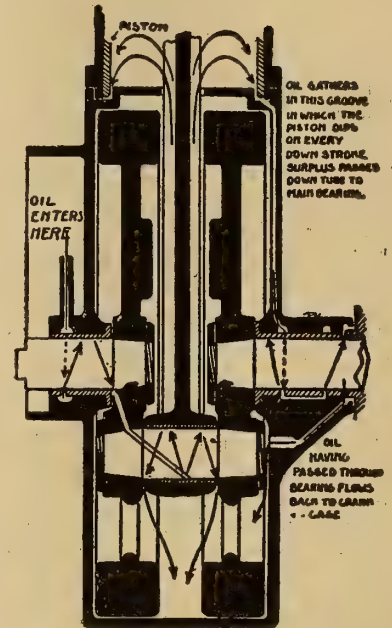
That part of the oil which passes from the pocket to the left main bearing passes through that bearing and the surplus is gathered in a circular pocket at the outer end of the bearing from which it passes through a check valve back to the crank case.

A valuable feature of this system is its absolute cleanliness. The 1911 Excelsior crank case is positively oil tight and the oil is therefore kept within the motor, not on the outside or on the rider.

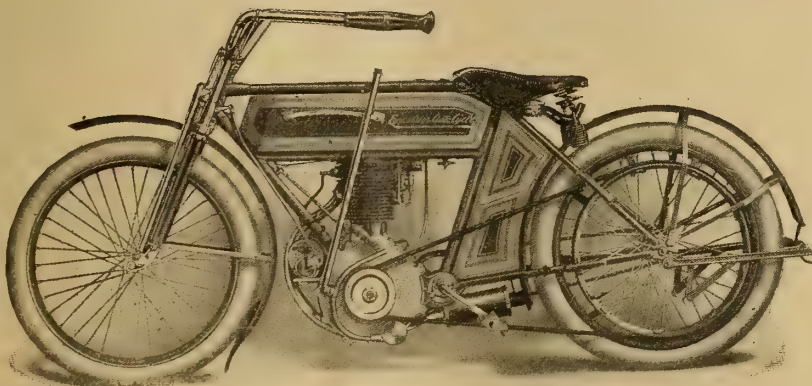
This is one of the perfect details that give the Excelsior Auto-Cycle the Quality that

### Always Makes Good

Our new Catalog C-11 gives full description of three 1911 models, two singles and a twin. Write for it today.



Excelsior Positive Lubricating System  
Oil Follows the Arrows



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San Francisco Branch—361-363 Golden Gate Ave.



### St. Louis Cyclists Toast Wolzendorf.

When the older members of the St. Louis Cycling Club recently awoke to the fact that the Nestor of their club, H. G. Wolzendorf, was about to round out a full 25 years of cycling experience and activity, they set about the devising of an appropriate celebration, and the "doings" took place on Friday evening, 18th inst., at Van Horn's cafe, St. Louis, Mo. Wolzendorf was led into the place by Roy Tidd, without the latter disclosing that there were any surprises in store for the veteran, so that the latter was quite astonished to find some 30 of his clubmates gathered for a banquet. He was still further surprised when he discovered the elaborate invitations that had been issued for the event, the invitations announcing the purpose of the function.

President Beckmann opened the ceremony, by reviewing the long series of ups and downs of the sport in St. Louis and by paying tribute to Wolzendorf for the part he played in sustaining the interest. At the close of the banquet Wolzendorf was presented with a gold watch charm suitably inscribed and bearing the club's emblem—a white maltese cross on a blue background.

While Wolzendorf never has sought office and never held any of the prominent posts during the hey-day of the sport, his wise counsel and advice have been greatly respected in club matters. At times when the club dwindled almost to insignificance, it was "Dorfe" that managed to hold together at least a few of the most faithful. In the meetings he is something of a "character." During long-drawn-out discussions and argument, he dozes away smoking his pipe, until he is awakened by the chairman's call for votes on the motion. He then requests that the motion be repeated, and he either gives it his immediate O. K. or else in a few humorous words explains the causes of his disapproval. The majority vote in most instances is affected by his attitude.

He first evinced his cycling enthusiasm shortly after the civil war, when as a boy he saw velocipedes being ridden on the flag pavement around the court house. He subsequently essayed to ride an "ordinary," but after a few experiences decided that for a near-sighted person like himself the "ordinary" bicycle was an impractical contrivance for use on the rough streets then prevailing.

When the "Star" bicycle made its appearance he renewed his efforts to become a cyclist, and soon was a most enthusiastic rider. In fact, he became so attached to this type of machine that it was with considerable reluctance that he came down to the safety type, after he was almost the only one remaining who was mounted on the high machine. At present he is as consistent a road rider and cycle tourist as at any period of his career, and almost

every Sunday he may be found with the "gang" at some point quite distant from St. Louis. Nearly all of his vacations have been spent awheel, and he can tell of cycling experiences from Maine to California and from Oregon to Florida.

### Indianapolis Gets Police Bicycles.

Twenty-seven new bicycles have been put into service in the police department of Indianapolis, Ind. They are equipped with hand brakes and carry bells approaching a small gong in size, for warning persons of the approach of the bicycle officers.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

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**90%** of the motor-cycle manufacturers are now using our

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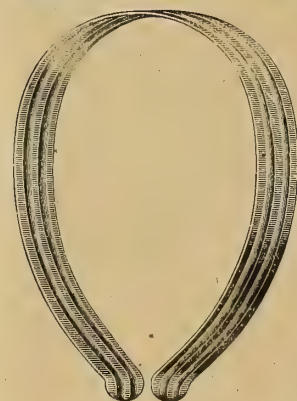
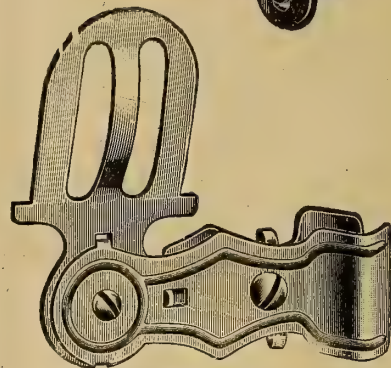
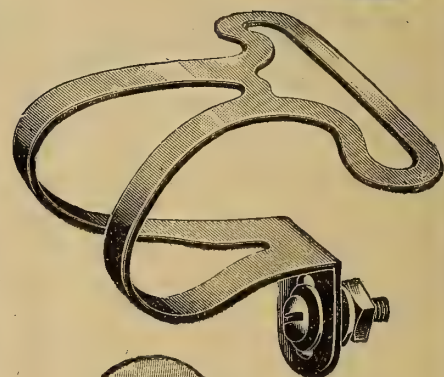
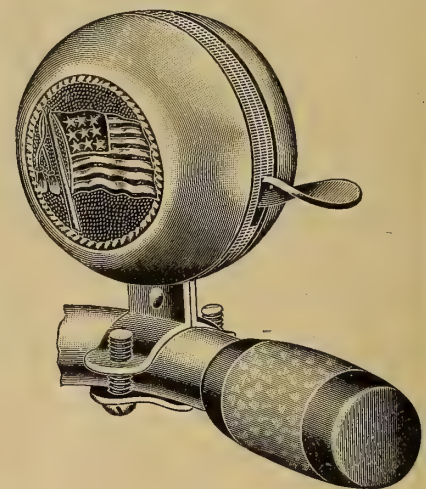
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Manufactured by  
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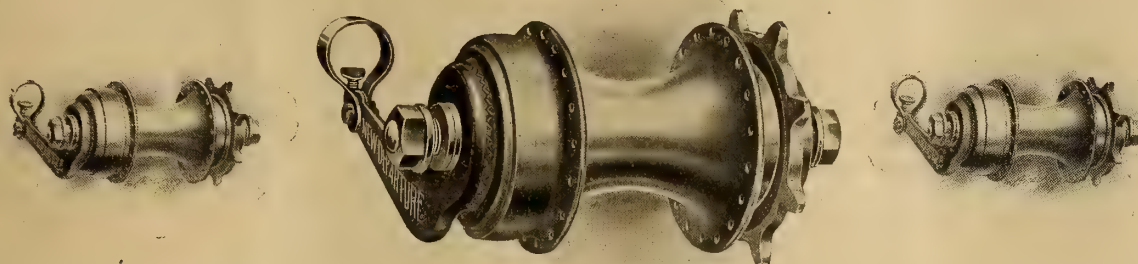
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It is worth a whole lot to the dealer to have behind him a manufacturer who guarantees goods the dealer is selling and will "make good" with customers whenever necessary.

New Departure coaster brakes, bells, etc. are strongly guaranteed against defective workmanship, material and finish.

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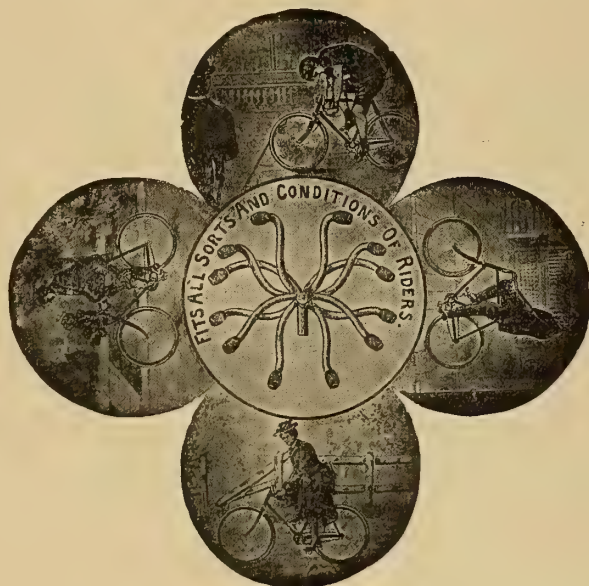
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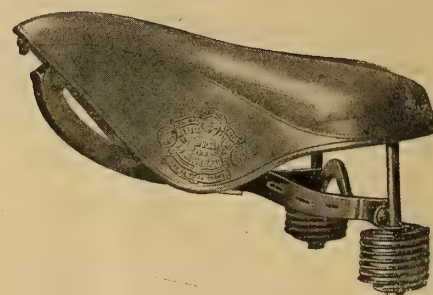
☞ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

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and  
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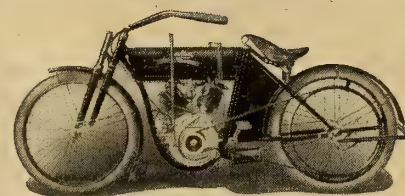
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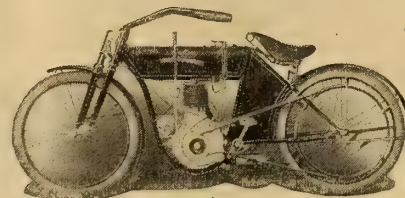
**Better Speak Quickly for the Agency!**



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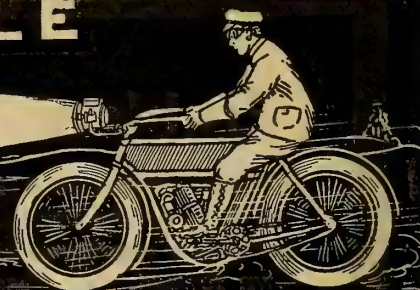
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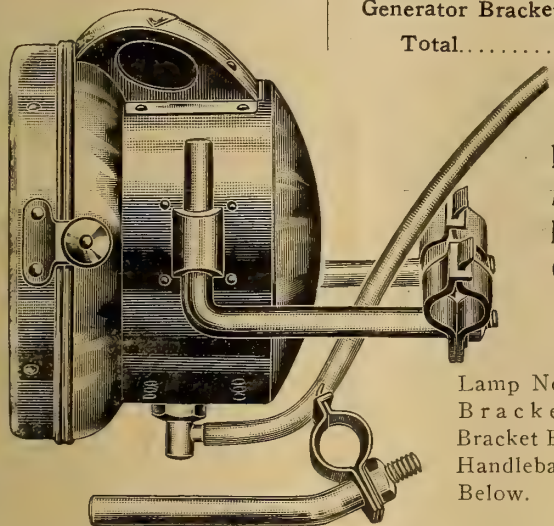
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### The Latest Motorcycle Searchlight

Diameter of Door... 6 in.  
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Light about 400 C. P.

	Price
Lamp .....	\$4.25
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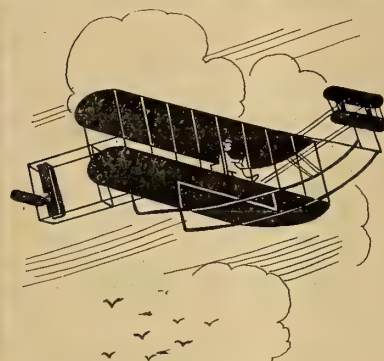


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Lamp No. 1 with  
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So is it for those fortunate ones who  
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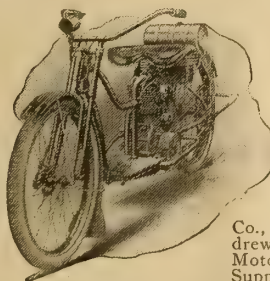
Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).

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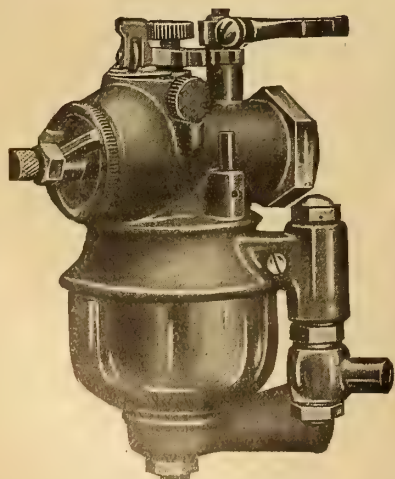
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Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nicked and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor, 80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



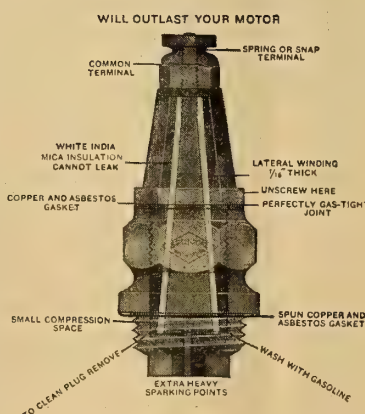
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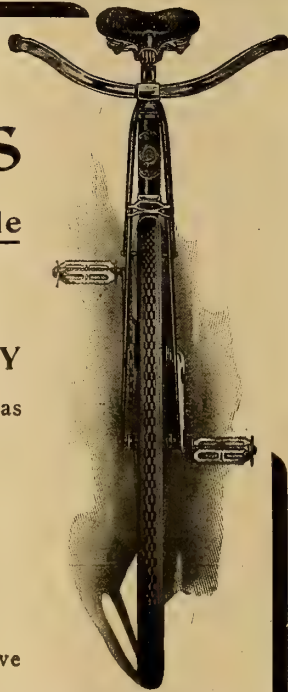
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12 Hours, 15 Minutes

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And McReynolds says:

"And I want to say a good word for the Bosch Magneto—a great deal depended on a quick start which required a quick spark. In fact, we had to have an explosion the first time over and we certainly got it from the Bosch."

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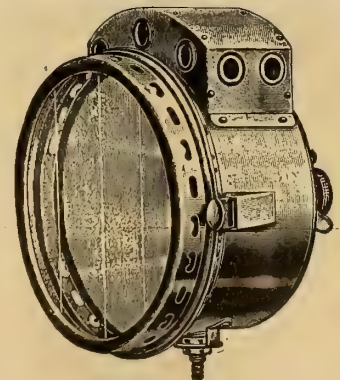
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**\$485**  
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## PEEKSKILL, N. Y.

**GEORGE SORENSON**  
Thor and Merkel Motorcycles  
708 South Street PEEKSKILL, N. Y.

## ST. LOUIS, MO.

**HURCK MOTOR AND CYCLE CO.**  
ST. LOUIS, MO.  
Agents Indian Motorcycles..  
All kinds motors repaired and sold.

## BOSTON, MASS.

Bicycle and Motorcycle Supplies.  
**HUB CYCLE CO.**  
44-42 Portland St. BOSTON, MASS.

## CHICAGO, ILL.

**HENDEE MFG. CO.,**  
CHICAGO BRANCH: 1251 Michigan Avenue,  
PERRIN B. WHITNEY, Manager.  
INDIAN MOTORCYCLES

## HIGH GRADE

wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

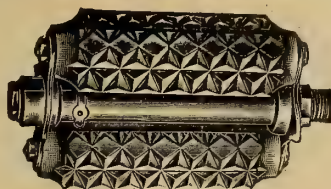
MORSE TWIN  
ROLLER CHAIN

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE  
PRICE TO

**MORSE CHAIN CO., Ithaca, N. Y.**

STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Stee  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

**STEVENS & CO., 375 Broadway, New York**

BICYCLE GOODS  
Motorcycle Supplies

We want every dealer to have our Cata-  
logue and Bargain Books. Please write  
us on your letter head for No. 45.

**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

"The A B C of Electricity." Price, 50c.  
Bicycling World Co., 154 Nassau Street,  
New York City.

## LIVE WIRES

We Buy Right and We Sell Right.

FOUR STORES.

Get our catalogue of bicycles and bicycle goods.

**HAVERFORD CYCLE CO.**

Buffalo PHILADELPHIA Washington  
Atlantic City, N. J.

## MESINGER

CAVALRY AND STANDARD  
Motorcycle Saddles

with Fibre Friction Shock Absorber, are  
Superior.

SEND for list of bargains previous to our  
removal. We have a number of attract-  
ive offerings. Write today.

**VIM CYCLE & HARDWARE CO.**  
Buffalo, N. Y.

## SPROCKETS

We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade.

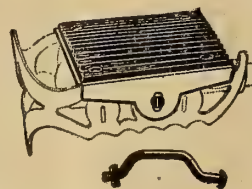
**HYDRAULIC PRESSED STEEL CO.**  
CLEVELAND, OHIO

## The MOTT WHEEL WORKS

Utica, N. Y.

BICYCLE AND MOTORCYCLE  
Rims and Mud Guards

**ABBOTT & BAILEY, Sales Agents**  
Majestic Building, Detroit

WALD PEDAL  
RUBBER

3-16 in. thick rubber  
covering the pedal.  
keeps the shoe from  
slipping and cutting the  
sole.

Sold by Jobbers.

**WALD MFG. CO.**  
Sheboygan, Wis.

DOW'S  
BICYCLE LUGGAGE  
CARRIER

Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
detached instantly with adjustable hook. Good sell-  
ers, because the riders all want them and the price  
is popular. Write for Prices.

**DOW WIRE AND IRON WORKS, Louisville, Ky.**



## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

## Collapsible Funnel

for chamoising gasoline and filling motorcycle  
clean. Size collapsed, 3-1-4 x 11-4 inches. Price 75c. (including postage).

**C. F. FAUPEL, 415 Dearborn Street, CHICAGO**





# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

## We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lepawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

J. W. GRADY & COMPANY, Worcester, Mass.

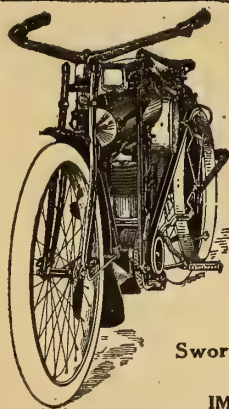
## For Safety and Service It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

BADGER BRASS MANUFACTURING CO.  
Kenosha, Wis. [48] New York City



## The Ever-Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

The Yale team—as usual—achieved a clean score.

3½ H.P. Single Cylinder \$200 F.O.B. Toledo	<b>YALE</b>	6½ H.P. Twin Cylinder \$300 F.O.B. Toledo
---	-------------	---

The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

**RIDE A YALE—THEY NEVER FAIL**

Sworn statement of average upkeep cost in 1909 for all repairs—29c.

IMMEDIATE DELIVERIES—Write for Booklet Today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio, U.S.A.



TRADE MARK

## BEST DROP-FORGINGS

for motorcycles always



TRADE MARK

## See this Trade Mark

Let us have a look at your specifications, let us know your needs. We can give you interesting figures at this time.



TRADE MARK

**ILLINGS & SPENCER CO.**  
Hartford, Conn.

# RELIANCE Motorcycles

Get catalogue and prices.

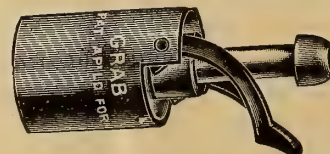
**Reliance Motorcycle Co.**  
Owego, Tioga Co., N. Y.

## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
25c.



Price Each  
25c.

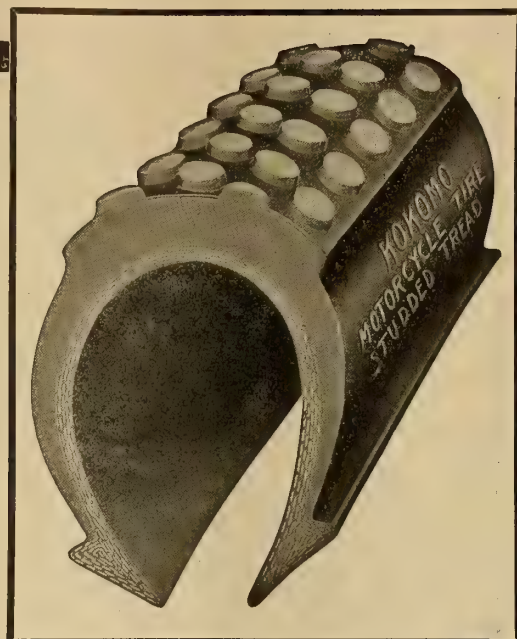
The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

**THE MOTOR CAR EQUIPMENT CO.**  
55B Warren Street New York



**“Kokomiles?”**  
**Yes,**  
**“Kokomiles!”**



☞ They are those inexpensive, satisfying miles that are reeled out in the thousands by Kokomo motorcycle tires.

☞ “Kokomiles” come on superior rubber and fabric reels, having either gridiron or studded tread and bearing the name Kokomo on the side.

☞ Most dealers know Kokomo cycle and motorcycle tires. A pleasant introduction awaits those who have not yet met them in a business way.



**Kokomo Rubber Co.**

**K O K O M O , I N D I A N A**



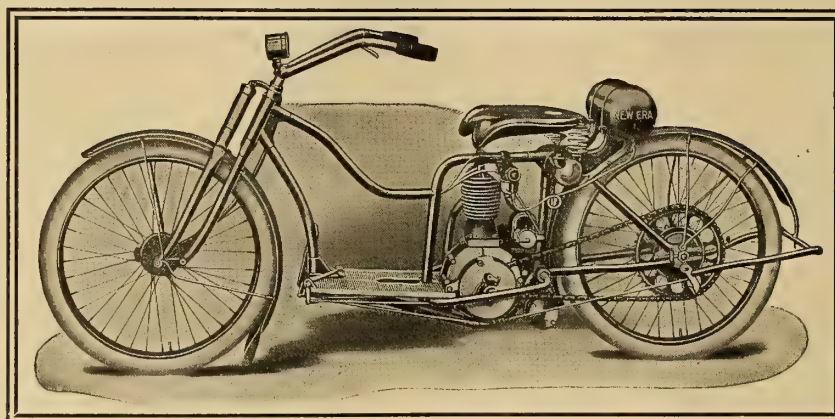
# YOU CAN'T BEAT IT

up a hill, for it's a climber from the word "GO." No matter how steep the grade, the

## New Era Auto-Cycle

simply sails up with no effort or strain. It has reliability, endurance and power in its make-up—and enough speed to suit the most exacting rider. The record made in the F. A. M. Endurance Run in August, tells the story; every foot of the way under its own power, up hills impossible to other machines, and no dismounts, was the New Era's splendid achievement.

Two-  
Speed



Free  
Engine

### Comfort, Fuel Economy, Ease of Control

are also distinctive attributes of the New Era Auto-Cycle.

¶ Our 1911 catalogue describes its many perfections. Say "yes" on a postal to us and catalogue will be yours.

¶ 1911 will be a Boomer for the Motorcycle. Let us send our Agency Proposition. It will interest you.

**THE NEW ERA AUTO-CYCLE CO., 2 Dale Avenue, Dayton, O.**

DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Colo.; Mr. W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Horse Motor Sales Co., Cleveland, Ohio; Economy Cycle Supply Co., Detroit, Mich.



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

## G & J TIRE CO.

Indianapolis, Ind.





Made smooth tread only.



Made smooth or raised corrugated tread. Lace, raised smooth or Bailey if ordered.



Made smooth or medium corrugated tread. Lace or Bailey if ordered.



Made raised tread only.



Made smooth tread only.



Made raised tread only.

# Diamond Bicycle TIRES

T H A T G I V E

## The User Tire Mileage

WHAT HE PAYS FOR  
AND WHAT WE SELL

**The Diamond Rubber Co.**  
AKRON - - - OHIO

TIRE MILEAGE DETAILS  
AND PRICES ON REQUEST



Made regular corrugated tread. Lace or smooth if ordered.



Made smooth tread only.



Made coarse corrugated tread. Lace or Bailey if ordered.



Made smooth or fine corrugated tread. Lace if ordered.



Made smooth tread only.



Made smooth, coarse corrugated or lace tread.



# Climbing the Mountains

ON AN

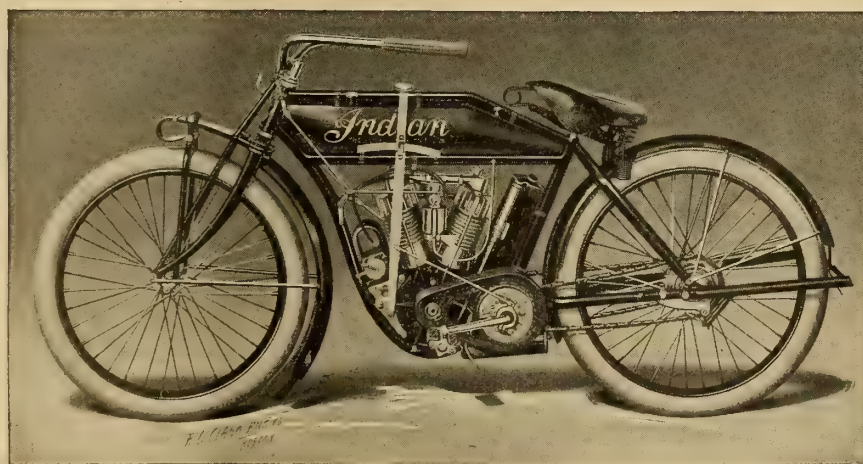
# INDIAN

WITH THE

## Free Engine Clutch

Volney Davis, telling of his wonderful journey from Ocean to Ocean and return, describes his climb over the Coast Range Mountains as follows:

"I reached Truckee and there started up a terrible grade, the roads were deep with dust. I passed Donner Lake, and then came the long, hard climb; the grade is steep and the road rocky, with many sharp turns. Again the FREE ENGINE CLUTCH came in handy, enabling me to go slow enough to safely make the sharp turns, and at the same time increase the climbing power of the engine, so I had NO TROUBLE AT ALL GETTING OVER."



It  
Starts  
Anywhere

It  
Climbs  
Mountains

This is the Machine that did it.

THE HENDEE MANUFACTURING COMPANY  
SPRINGFIELD, MASSACHUSETTS

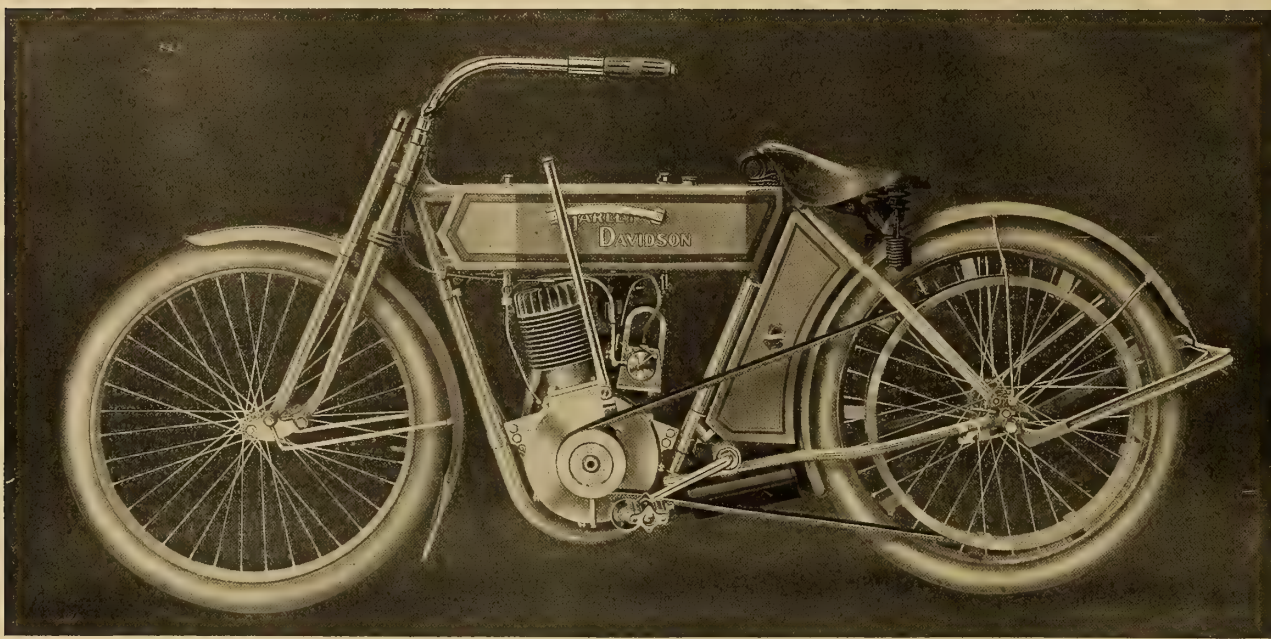
Chicago Branch  
1251 Michigan Avenue



London Depot  
184 Gt. Portland Street



# PAST RECORDS—NOT PROMISES ARE WHAT COUNT



## IN NINE YEARS

**NO** Municipal Government, Police Dept., Fire Dept., Telephone, Telegraph, Electric Light Co., Gas Co., or any other corporation, has, to our knowledge, ever given up the HARLEY-DAVIDSON for a machine of another make.

## IN NINE YEARS

**NO** Rural Free Delivery Carrier has ever replaced his HARLEY-DAVIDSON Motorcycle with another make.

## IN NINE YEARS

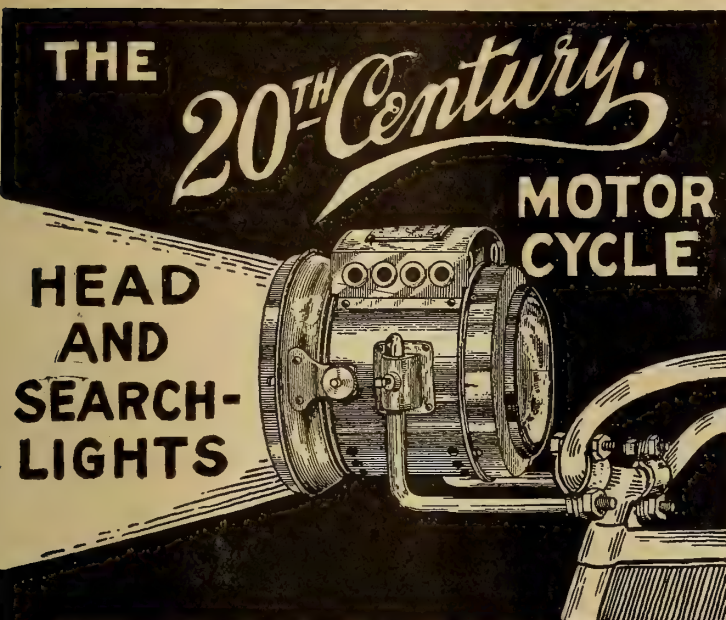
**NO** Dealer has ever voluntarily given up the HARLEY-DAVIDSON agency.

## IN NINE YEARS NOT ONE DISAPPOINTMENT

Is it any wonder that the HARLEY-DAVIDSON has been called  
"THE ULTIMATE MOTORCYCLE"

HARLEY-DAVIDSON MOTOR CO.  
MILWAUKEE, WISCONSIN.





**THE STANDARD MOTORCYCLE LAMP** of the World is now being made in this big new factory in Newark, N. J., because it requires such a factory to supply the demand.



Hundreds of thousands of 20th Century Lamps have been sold; and hundreds of thousands of 20th Century Lamps will be sold, because they are known as the standard article wherever motorcycles and bicycles are found.

20th Century Lamps are on sale by dealers and jobbers everywhere. Electrotypes for 1911 catalogues are now ready.

*20<sup>th</sup> Century Mfg Co*

420-422 Ogden St., NEWARK, N. J.

## OUR DEALERS ARE MAKING BIG MONEY



### Note the Construction

Our dealers—in all parts of the country—have proved to themselves that they can make more money handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please your customers just as they do by selling a tire that will save your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

### Two Extra Layers of Fabric — Special Corrugation

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

## No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet

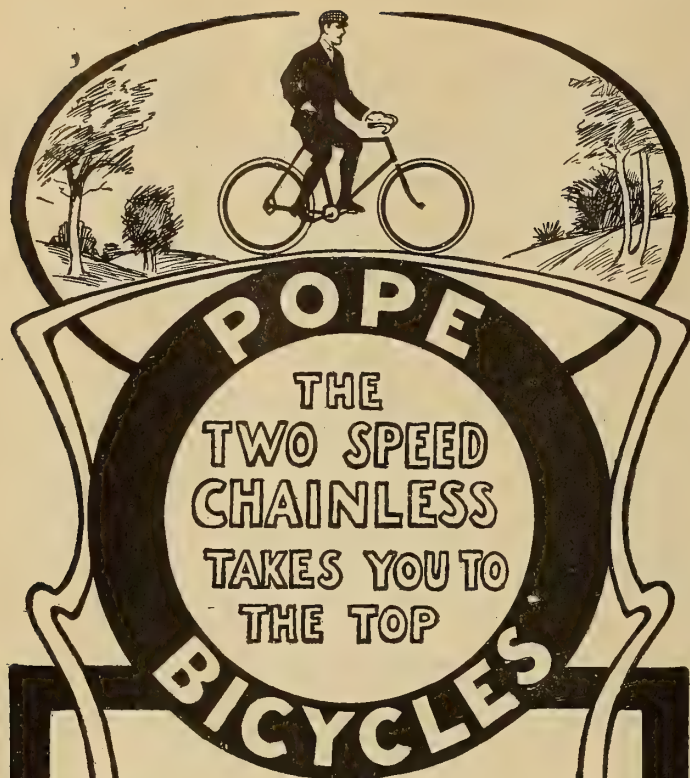
the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that lasting repairs can be made easily by either plugs or vulcanization. Grasp your opportunity to make more money—by getting in line with these dealers who know how. Don't delay, but get after this business now.

## The Goodyear Tire & Rubber Co. Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.





## THE TWO-SPEED GEAR

### Serves Four Distinct Purposes

By its use are obtained a high gear for level roads, a low gear for hill-climbing or rough riding, a free wheel coaster, and a hub coaster brake.

#### A Chainless Customer Writes:

"I am much pleased with the wheel I received from you about two months ago, beyond doubt the finest I have ever had. The changeable gear works fine, the spring fork is excellent, and I would ask for nothing better, next to a flying machine."

### POPE CHAINLESS

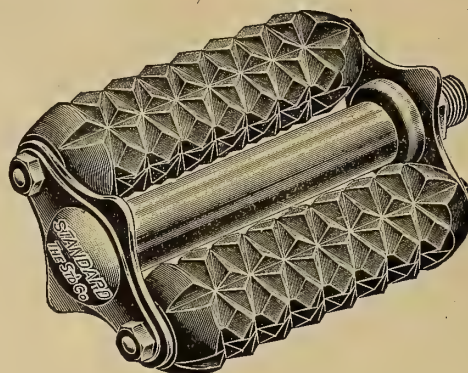
#### The Highest Type of Bicycle

Pope Chainless Bicycles are for riders who demand the very best bicycle that can be made—who are willing to pay a little higher first price for a machine that possesses perfect running qualities, that requires the least attention and costs next to nothing for upkeep. Those who ride for the love of the recreation will find no other bicycle so absolutely satisfactory in all respects. The Chainless is always ready for instant use. The bevel gears do not break, clog or entangle the clothing. There is no waste of energy, no backlash, straining or stretching of chain. There is no play or lost motion. Rain, mud or dust cannot affect the protected gears. These gears are forged from high carbon steel and improve with use.

1911 CATALOGUES READY

**THE POPE MANUFACTURING COMPANY**  
Hartford, Conn.

This is the pedal  
you want for  
your motorcycle.



## No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

---

EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

---

*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT





**PERSONS NEW RACER**  
Length 13 inches Width 6½ inches

The designing, experimenting, testing and improving which has resulted in the finished PERSONS NEW RACING SADDLE has occupied a period of more than two years, and, considering the results, we are satisfied. We venture the statement that there is not another Saddle plant in the world capable of producing a Saddle OF THESE DIMENSIONS that will stand up. The cantle ends drop very low and cannot be felt by the rider. The leather has had the stretch mechanically removed. The pommel is long and narrow and only solid rivets are used therein. The top is riveted at rear of cantle—the only proper way. The flaps lay tightly against the springs and the SEAT CANNOT LOSE ITS SHAPE. The clamp is new, being designed especially for this Saddle with side-plates elongated to support the spring throughout its increased length. It is of a new security design in which slippage is impossible—there being, in addition to our regular security feature, a cone clutch construction of the parts, rigidly binding the clamp and the side plates, making relative movement impossible without dependence on the clamp bolt. The shape of the top is secured through a combination of sweeping curves, each merging so gracefully into the next that no corners, edges or ridges are possible and only comfort and freedom for quick and fast work is secured for the speed-merchant, whether he be on the path or road.

THE LATEST PRODUCT OF  
**The Oldest Saddle Manufacturers in the U. S. A.**  
ESTABLISHED 1892.

**WE** Set the Pace in High Grade Saddle Construction and Designing,  
Use Only the Best Quality of Material Obtainable, and  
Build as Good Saddles as Possible—NOT AS CHEAP!

That's how we have built our QUALITY Reputation!

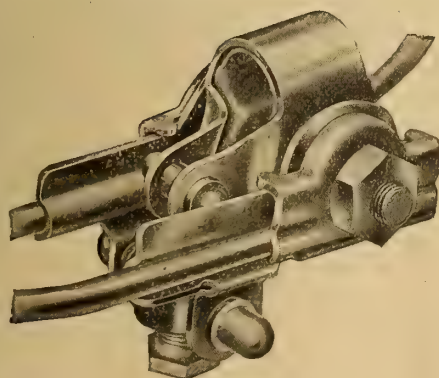
We invite comparison with any other make—ISN'T THAT FAIR?

**THE TOPS** of our seats are made of pure oak tanned leather cut from hides  
tanned on our own premises. **THEY DON'T STRETCH!**  
**MOTORCYCLISTS** should know the merits of our 1911 Model  
Champion Motor Seat before specifying equip-  
ment for their 1911 machines. Write us.

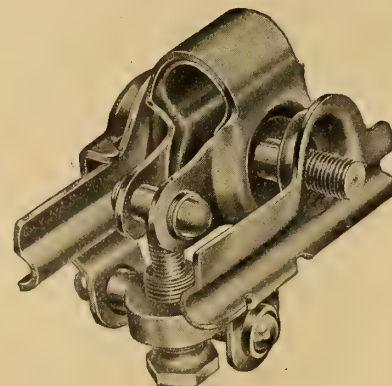
## NOTICE

the fine mechanical construction of this Clamp, the long side plates, security tilting device and high jacket to allow of low seating position. An example of how we build all our saddle parts.

**Can You Beat It?**



Clamp for New Racer



Clamp Open to Show Cone Clutch Construction

WRITE FOR CATALOGUE EXPLAINING THE POINTS OF SUPERIORITY IN PERSONS SADDLES

**THE PERSONS MANUFACTURING CO., Worcester, Mass.**



"Quality Means Economy—Racycle Means Both"

# The 1911 *Racycle* Motorcycle

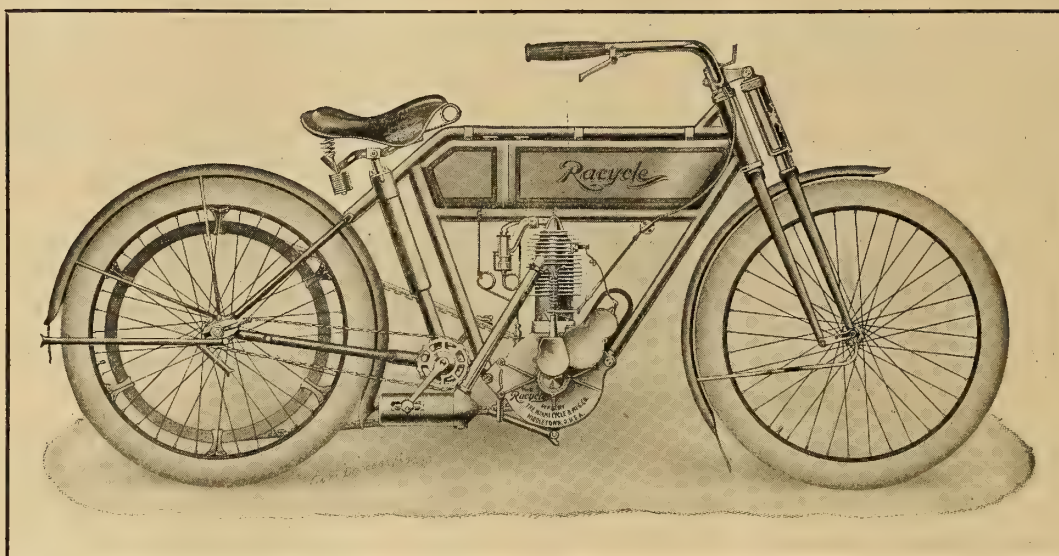
means quality and economy in every sense. Only the highest grade material and workmanship are employed in its construction thus guaranteeing the owner, real, genuine economy in up-keep expense.

Note carefully the features that make the 1911 Racycle a simple, practical and durable machine and one that it is a pleasure to ride.

Flat Belt  
and Idler

Battery or  
Magneto

Ball Bearing  
Engine



V Belt and  
Free Engine

Spring Seat  
Post

Ball Bearing  
Engine

THE FREE ENGINE CLUTCH MAKES EASY STARTING  
THE SPRING SEAT POST MAKES EASY RIDING

and the entire machine is so evenly balanced that a novice can ride it at top speed without holding to the handle bars. The machine is always under complete control without removing the hands from the bars.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

See Our Exhibit at the New York Automobile Show January 16th-21st, Space 706

DISTRIBUTORS:

F. M. JONES  
Los Angeles—Cal.—Sacramento

GUS. HABICH  
Indianapolis, Indiana

EDWARDS-CRIST CO.  
1150 Jackson Blvd., Chicago, Ill.

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio

Members M. M. A.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, December 3, 1910.

No. 11

## GREYHOUND MAY BE CONTINUED

**Purchaser of the Property Negotiating to  
Sell It as a Going Business—Bought  
by Buffalo Lawyer.**

Possibilities now are presented that the business of the Greyhound Motor Works, of Buffalo, which manufactured the Greyhound motorcycle, will be continued, as the purchaser of the assets is taking steps to that end. The assets and property of the concern were disposed of at bankrupt's sale on November 21, the purchaser being John W. Van Allen, a prominent Buffalo lawyer.

It is understood that Van Allen is in touch with men who regard favorably the financial opportunities that are promised in motorcycle manufacture and are disposed to consider the purchase of the Greyhound property as it stands. In the event that they buy the assets, the business will be continued, but with new impetus. Full details of the plans have not been worked out as yet, and it is by no means yet fully assured that the negotiations will result in a sale to the group who are interested in motorcycle manufacture, but the business at present enjoys prospects of once more taking its place in the industry.

## Mitchell Heads Merkel Texas Agency.

Dallas, Tex., has a large new motorcycle and bicycle establishment, known as the Texas Motorcycle Co., and of which Arthur Mitchell, the professional motorcycle rider, is the manager. The company is established at 1605 Commerce street, and has taken the state agency for the Merkel. It also will handle the Wagner and the Minneapolis motorcycle, while in the bicycle division the company will handle the Cleve-

land and the Emblem, together with a machine of its own styled the Texas. Elaborate garaging and repair facilities for motorcycles are being provided.

## "Drawback" Allowance for Hendee.

The Treasury Department at Washington has granted a "drawback" allowance on motorcycles to cover those of the Hendee Mfg. Co., of Springfield, Mass., with the use of imported chains, mud guards, grease cups and exhaust valves. A "drawback" is a return of duty on the imported parts when the machines to which they are fitted are exported.

## Miller Moves Brooklyn Branch.

The Brooklyn branch of Charles E. Miller, New York City, dealer and jobber in accessories and supplies, has moved from 1392 Bedford avenue to 1421 Bedford avenue. The new quarters are much larger than the old, and the store is stocked with a seasonable line of accessories.

## Floridans to Handle Machines.

The Sarasota Garage & Car Co. is the name of a new firm which is to engage in the bicycle and motorcycle business on Main street in Sarasota, Florida, in addition to handling motor cars. C. V. Swain will have general supervision of the business.

## Chicago Show Space Allotment.

Allotment of space for the motorcycle section of the Chicago show next February is to take place on the 6th inst. The allotment is in the hands of the Motorcycle Manufacturers' Association.

## Hartford Rubber in Houston.

The Hartford Rubber Works Co., of Hartford, Conn., has opened a branch in Houston, Tex., at 1120 Texas avenue. J. S. Baldwin is the manager.

## MAKERS TO MARKET EXCELSIORS

**Factory Sales Force Organized to Supplant  
Former Selling Arrangements—Sep-  
arating Excelsior Business.**

So great has the business in Excelsior motorcycles grown that in the future they will be marketed direct by the Excelsior Motor & Mfg. Co., the manufacturers, instead of in the name of the Excelsior Supply Co., of Chicago. The motor company is a subsidiary of the Excelsior Supply Co., and the latter has been handling the Excelsior motorcycles in connection with its extensive jobbing and wholesaling business relating to bicycles and motor supplies, but in the future the Excelsior Motor & Mfg. Co. will have a sales organization of its own, for the marketing of the machines.

The personnel of the selling force representing the machines will remain practically the same, and the motorcycle trade will not observe any great change in this respect, but an even more active and aggressive policy is looked for now that the motorcycle sales division will concentrate on the motorcycles alone instead of giving a divided attention to it on account of the supply business.

## Goodrich Adds Distributing Depots.

The B. F. Goodrich Co. of New York, which handles the eastern sales for the B. F. Goodrich Co., of Akron, O., has established five distributing depots for the better wholesale distribution of Goodrich tires and other products. No retail business whatever will be done at the distributing depots. These depots are located in Albany, N. Y.; Springfield, Mass.; Richmond, Va.; Brooklyn, N. Y., and Newark, N. J.



### German Cycle Trade in a Bad Way.

Unfavorable conditions of general business have seriously affected the bicycle business in Germany this year, according to Deputy Consul-General Henauer, of Frankfurt. "So many of the working classes, now almost the exclusive users of bicycles in Germany, have been discharged on account of the dullness of trade that the demand for machines has fallen off 33 per cent. compared with last year," he states. "The dissolution of the German bicycle trust lowered prices, and last year was one of the worst which the trade ever has experienced. A number of the German bicycle manufacturers apparently are operating their plants at a loss unless they are producing other articles which net them a profit."

### Britons to Market American Wood Rims.

The sole British agency for the American Wood Rim Co., of Onaway, Mich., has been taken by the Clipper Tyre Co., Ltd., of Birmingham, England. The latter company, by the new arrangement, has entire British control of Kundtz laminated wood rims for bicycles and will maintain a large stock of American rims for the British market.

### Indian Clutch Price is Announced.

Quite as interesting as the announcement that owners of Indian motorcycles of previous years can obtain the 1911 free engine clutch for their machines, is a further announcement by the Hendee Mfg. Co., of Springfield, Mass., as to the price at which the device will be supplied. A list price of \$20 has been set for the clutch.

### Achen in a Copenhagen Merger.

The business of Chr. Achen and of Simonson & Nielsen, both of which firms are in Copenhagen and both of which have handled American cycle accessories on an extensive scale, have been combined under the firm name Simonson & Nielson A. S. Chr. Achen himself will be a member of the board of directors.

### Reliance Reorganization Effected.

The Reliance Motorcycle Co., of Oswego, N. Y., according to reports from that place, has been reorganized by Arthur S. and Maurice E. Bandler, of New York City. George Favor is general manager of the concern under the reorganization, and George H. Greelagh superintendent.

### New Building for Post & Lester.

The Post & Lester Co., of Hartford, Conn., is building a brick warehouse and office building on Allyn street in that city as the general headquarters for its extensive jobbing trade. The building will measure 100 x 40 feet.

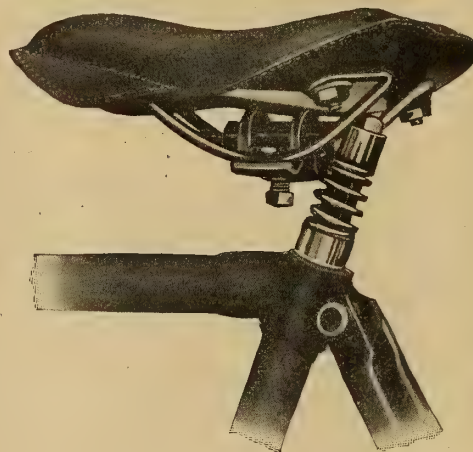
### Kaufman and Gibney Go Abroad.

Carl Kaufman, general manager of the Motor Car Equipment Co., of New York

City, and J. L. Gibney, of James L. Gibney & Bro., New York and Philadelphia, sailed on Wednesday of this week to attend the Paris automobile show and to pick up cycle and motorcycle novelties for their respective companies. There are a number of new accessories on the other side that are likely to have representation on this side of the water as a result of their visit.

### Juveniles with Spring Seat Posts.

Believing it well worth while to cater to the tastes of Young America by incorporating in juvenile bicycles special features of merit that ordinarily are found in adults bicycles, the Toledo Metal Wheel



Co., Toledo, O., is fitting its line of Toledo juvenile bicycles with spring seat posts. This special feature has appealed markedly both to the children themselves and to their parents, and has resulted in an appreciable increase in the sale of the machines. Its hygienic feature having the endorsement of physicians, the device, which is shown in the illustration, is said to be particularly suitable for growing children in that it avoids road shocks such as are transmitted through the ordinary rigid seat post. Not only does a bicycle fitted with the spring seat post command a higher price than one not so equipped, but it is claimed that it also makes the sale easier for the dealer, once the advantages of the device are pointed out to parents.

### GOODYEAR'S CINCINNATI HOME



New Branch at 125-27 E. Eleventh Street

### Canadians Want a Lower Tariff.

Motorcyclists of Toronto are interesting themselves in an effort to secure a lower duty on American models brought across the line. At present the variety of machines across the Canadian border is somewhat limited, as the heavy tariff prevents the importation of a large number of the motorcycles. With the lowering of the tax many who would like to own fast machines but who do not like the idea of handing over so much cold cash to the government, would be induced to purchase. Recently an enthusiast tried to smuggle a motorcycle, by giving false documents at the border. He swore that his machine was second-hand, whereas it was practically new. The result was that he was compelled to pay the 33⅓ per cent. duty, give up the machine and suffer a \$100 fine besides. At present it is very difficult to even take one's motorcycle across for touring purposes.

### Bad Chinese Roads Spoil Sales.

On account of the bad roads in and around Mukden, China, bicycles are not yet extensively used there, according to the American consul-general, Fred D. Fisher, but their use is increasing, chiefly by merchants. No American bicycles are handled in the district. Those in use are either of German or British make, and are sold at retail for \$85 to \$150 small coin or \$35 to \$60 in United States currency. The import duty on bicycles is three taels each, or practically five per cent.

### Flake Graphite for Inner Tubes.

According to an experienced motorist, flake graphite is more suitable as a tire lubricant than the widely used talc or soapstone. Being chemically inactive, it is claimed to have no deleterious effect on rubber, and among the virtues attributed to it may be mentioned that it is more lasting than soapstone, that it more effectively prevents chafing and heating of the inner tube, and that it helps to make the fit more snug in the casing.

### Motorcycles Gain in Australia.

Motorcycles are gaining considerable hold in Australia, as is shown by the official registrations. On the first of September the number of motorcycles registered in New South Wales was 1,547; in Victoria, 1,270; in South Australia, 1,621, and in Tasmania, 311, or a total of 4,749, not counting the motorcycles in Queensland and Western Australia, the figures for which are not available.

### Lang Recovers from His Injuries.

C. H. Lang, who handles the Harley-Davidson motorcycle in Chicago, Ill., and who was seriously injured in an automobile accident some time ago, is about again. He is receiving many congratulations on his recovery, which for a time was somewhat in doubt.



## ADJUSTMENT OF VALVE TAPPETS

**Means for Determining the Proper Allowance—Tool for Locating the Tappets that Need Attention.**

One of the most valuable improvements that have been applied to motorcycle engines in recent years is adjustable valve tappets, but the advantages which these appliances offer often are greatly nullified if not almost entirely lost through failure to keep them properly adjusted. Few motorcyclists realize the amount of power which is lost through insufficient valve lift, brought about either through wear of the valve stem and pushrod or through loosening of the adjustment and a consequent widening of the space between the tappet and end of the valve. When motors are new and the tappets are as close to the valves as good practice dictates, the maximum power is obtained, other conditions being equal, of course, but when the tappets and valve stems become worn, unless this wear is taken up either by adjustment or the fitting of new tappets if no adjustment is provided, a mysterious falling off in power occurs which often is puzzling to account for.

Proper adjustment of the valve tappets also is essential to quiet running of the motor and the elimination of excessive wear on the valve operating mechanism. Generally the space between the adjacent ends of the tappet and valve stem should be between 1-64 and 1-32 of an inch, sometimes more but rarely less. Of course the smaller the gap, the less noise and wear, but sufficient space must be allowed for elongation of the valve stem due to expansion when the motor gets hot, and for irregularities in the shape of the cam or roller.

It often happens that one or two of the valve tappets of a motor may be greatly in need of adjustment, whereas the others are in comparatively good shape; in such cases there is a decided clicking sound at regular intervals when the motor is running and which readily is apparent to a trained ear above the beat of the exhaust. For locating the noisy valves in cases of this kind, a simple tool hereafter described may be used to advantage. It is made from a strip of brass about 1-16 of an inch thick and eight inches long, with one end tapered by laying the end on an anvil and pounding it into shape with a hammer. A tool of this kind readily can be slipped under a suspected valve stem while the engine is running, and when the noisy valve is found the insertion of the tool will cause the valve to remain quiet until the tool is removed.

The experienced repairman generally in a very short time can find a tappet that is badly out of adjustment, by simply work-

ing the tappets of each cylinder up against the valve stems and down again with his fingers while the pistons of the respective cylinders are on their compression strokes. If all of the valve stem spacings of a motor are to be examined and adjusted a very good method to follow is to turn the motor over slowly by hand until the piston of the first cylinder is about half way up on its compression stroke, at which time both valves of that cylinder should be closed tightly; then examine the space between the stems and push rods.

In the absence of a suitable steel gauge for adjusting valve space, many repairmen use a common business card. The card is folded once and slipped between the ends of the valve stem and tappet, the lock nut is loosened and the stud or tappet is screwed up until it just begins to pinch the card and prevents it from sliding about as readily as at first. The card then is removed and the lock nut tightened.

When both the inlet and exhaust valves have been adjusted in this manner each one should be tested individually with a single thickness of the card to see if the valves remain tightly closed throughout their required period. This is best done by sliding the single thickness of card gauge back and forth as the motor is being turned slowly by hand from the closing to the opening points of each valve. If the engine has an outside flywheel which is marked, these marks may be used to advantage in setting the valves correctly. However, where the flywheels are enclosed the work can be done just as accurately by sliding the card under a valve stem and turning the motor until the card is seized, indicating the beginning of valve opening, and continuing the turning of the engine until the card again is free, which marks the closing of the valve.

By continuing to turn the motor and sliding the card about under the valve stem if the card is not seized before the regular time for the opening of the valve according to the position of the piston which can be ascertained by taking out a spark plug and inserting a wire spoke through the aperture, the adjustment is about right, and if the card is prematurely seized the space is sufficient. The valves in each cylinder should be adjusted in the same manner, and in setting the lock nuts care should be taken not to alter the setting of the tappets. If a none-adjustable tappet becomes worn so that it does not lift the valve to the proper height, the wear can be compensated for by procuring a tire valve cap, filing the shank off, fitting the cap to the end of the valve stem or tappet and inserting small disks of tin inside the cap until the proper clearance is obtained. This remedy is more or less temporary in its character, and a new tappet ultimately should be put in.

Adjustable tappets occasionally work loose and contract, owing to the constant pounding, and unless they are looked over

in the daily inspection which should be given a machine, this evil condition will be accompanied by a gradual loss in speed and power through the decrease of the valve lift.

### Smooth Running in Wheel Bearings.

Every once in a while, say at intervals of a month, the wheels of a motorcycle should be jacked up and tested not only for smoothness of running but for side-play as well. If in spinning a wheel a sharp click is heard now and then and the wheel is momentarily checked, it is probable that there is a split or chipped ball in the bearing, which should be removed at once before it ruins the bearing and makes an expensive replacement necessary. No perceptible side-play should be permitted in the front wheel, and yet it should be entirely free at all points. In tightening the cones, allowance should be made for the additional pressure caused by the axle nuts when they are drawn up, and which, if not allowed for, will cause the wheel to bind when the nuts are tight and yet be free when they are slackened. A very slight amount of side-play should be allowed in the rear wheel to compensate for cramping or movement of the cones when the brake is applied suddenly. A mysterious slowing down of the machine and apparent loss of power often is caused by tightening of the rear cones and cramping of the rear wheel bearings.

### Helps Cyclists to Carry Bundles.

For the carrying of articles on the front of a bicycle or motorcycle a device has been brought out by an English house, consisting of a piece of strong wire, rubber covered to protect the handlebars. In general shape it resembles a ram's horn, enabling it to guard the post and extend over the handlebars on each side. After bending below the bar the ends are bent upward in a U-shape for attaching the parcel or bundle.

### Steel Studs Slip on the Asphalt.

Steel studded tires take hold on macadam or dirt roads, but it should be remembered that they do not grip on asphalt, and, if anything, have a tendency to slip on slight provocation on the latter. Therefore it is well to be careful in crossing car tracks or rounding corners even on dry asphalt, lest one suddenly find his machine going out from under him if the tires are steel studded.

### Lubrication for Swivel Joints.

Front axle swivel joints on tri-cars should be kept well oiled, and furthermore, to be sure that they work freely, it is a wise plan to jack up the front axle occasionally, disconnect the steering arm and move the wheels from right to left by hand as far as they will go. The ball joints on the steering arm also should be oiled at stated intervals.



**N**OT everybody knows how complete and well rounded out is the

# CORBIN

line of cycle and motorcycle hub accessories. For this reason let us again point out that the line includes:

Motorcycle Duplex Band Brake  
 Motorcycle Duplex Coaster Brake  
 Motorcycle Front Hub with Knock-out Axle  
 Two-Speed Coaster Brake for Bicycles  
 Duplex Coaster Brake for Bicycles  
 Front Hub for Bicycles  
 Rear Hub for Bicycles

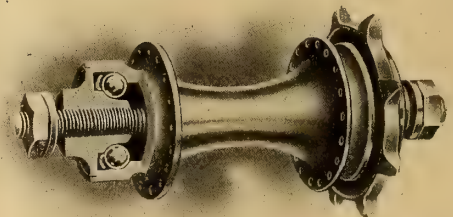
Each of these bears the CORBIN name and is therefore of CORBIN excellence in workmanship and design. Here, for instance, are two selections from the line:

CORBIN FRONT HUB



Sells for \$1 and is known as Model 16. Supplied with 32 and 36 spoke holes. The length over all outside of cones is 3 11-32 inches.

CORBIN REAR HUB



This rear hub sells for \$1.75 and is styled Model 26. Its length over all outside of cones is 4 3-8 inches. Spoke holes, 32, 36 and 40. Plenty of option in chain line and sprocket.

**CORBIN SCREW CORPORATION** NEW BRITAIN CONNECTICUT

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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 Address us at P. O. Box 649.

NEW YORK, DECEMBER 3, 1910.

## Tire Lugs and the Racer's Safety.

Considering the speeds which have been attained in races and record trials on motorcycles this year, it is nothing short of wonderful that more riders have not been hurt or killed through the bursting or rolling off of tires. That tires will stand the heat and strain induced at such high speeds is a tribute to the manufacturers' skill, but nevertheless it would appear that some further precaution is desirable to insure the tire remaining on the rim.

When a tire collapses while the machine is running, all its gripping power is gone and unless the machine can be stopped quickly the tire usually wraps itself in the spokes and between the rim and the frame or fork. There have been several cases of tires rolling off in races this year, and while it may have been due in several instances to the tire being improperly applied, nevertheless a danger always is present. When a tire collapses while a machine is traveling fast it often is possible to control the machine and avoid a fall if the tire remains on the rim, but if it winds itself in the wheel or fork, a fall is almost certain.

It would seem that with factory machines at least, which usually are the fastest, that

it would be good provision against possible injury to the rider to fit lugs to the tires to prevent them rolling off the rim under any circumstances. The additional expense would be slight, but the increased factor of safety would be appreciably increased. Factories owe it to their riders to make their machines as safe as possible, for the racing man takes enough risks as it is.

## Touring Trunks for the Motorcyclist.

One of the greatest drawbacks to long distance touring on motorcycles is the inadequate facilities for carrying spare clothing and supplies conveniently. At present the only way in which this can be done without exposing clothing to dust and dirt is to carry it in a traveling bag or suit case strapped to the luggage carrier in the rear, and this is clumsy and cumbersome. A loaded suit case or bag is rather heavy, and when it is perched over the rear wheel it makes the machine top heavy and difficult to handle.

There are many motorcyclists who are particular regarding their appearance and who undoubtedly would do more touring if there was some convenient way in which they could carry extra clothing so as to change their apparel and remove all evidence of road travel after putting up at a hotel. Dusty and dirty motorists are not over welcome at many hotels, and the chief reason why travel-stained automobilists are tolerated is because they have the reputation of being liberal spenders, which overcomes many objections. Mud and oil splashed motorcyclists know from experience that they are not welcome at many hotels.

Khaki suits, dusters, linen slip-ons, leg-gins and the like are all very well in a way, but they become oil splashed, mud splashed, and sometimes torn by falls, and in any event considerable dust and grime will find its way to the street clothes and linen in liberal quantities. If no protection garments are worn, the regular clothing will be saturated with dust, mud and oil, and even with outer protection it is not possible to keep the regular clothing from getting soiled and wrinkled.

There would seem to be a profitable field for a light, strong, neat and well made motorcycle trunk on the same plan as the automobile trunks, but of course designed for motorcycle use. Such a trunk should, of course, be weather and dust proof, and should have strong locks and be able to

withstand ordinary falls without damage, for no motorcyclist ever is immune from falls while his machine is of the two-wheeled type. In order to secure the maximum of carrying space it would seem that the best design for such a trunk would be to make it in two compartments, one on each side of the rear wheel, and possibly united over the wheel somewhat in the form of an inverted U.

On the sides they should not extend out further than the pedals, and not further back than the rear tire, if as much as that. In this approximate space a good outfit of clothing, toilet articles and spare parts easily could be carried without imposing too much weight on the rear wheel. Such an arrangement would not interfere with the removal of the rear wheel or getting at the tire easily to repair it. If neatly designed such a trunk would not be cumbersome or unsightly, and by finishing it in standard colors to match the leading machines it would harmonize nicely. Strong fastenings for holding the trunk to the machine and withstanding severe vibration are essential, and should be of such construction as to permit the trunk to be quickly attached or detached.

For such an accessory there undoubtedly would be a good demand, provided the price were not excessive. Inasmuch as the rider would wish to detach them after putting his machine in a garage in order to take his clothing to his room it would be advisable to have the cases resemble grips and be provided with handles, so that either one or both, as occasion might require, could quickly be removed.

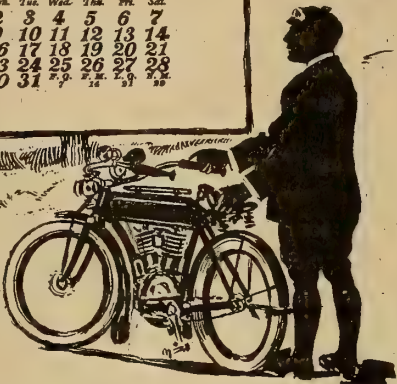
## Gallon Differences Affecting Records.

While the fact is not common knowledge, there is considerable difference between an American and Imperial or British standard gallon, which must be taken into account in making any just comparison between motorcycle economy records made in this country, Canada or Great Britain. The American gallon is considerably smaller, containing 231 cubic inches, while the Imperial gallon holds 277 274-1000 cubic inches, which is equivalent to 1½ American gallons. Therefore, if 250 miles is made on a gallon in Great Britain or Canada, the difference between the two standards must be considered in comparing the performance with American records. Canada being a British possession, the Imperial standard is recognized in that country.



# Coming Events

1910 December 1910							1911 January 1911						
Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
1-31	2-9	3-15	4-22	5-29	6-5	7-12	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28
25	26	27	28	29	30	31	29	30	31	1-7	8-14	15-21	22-28



December 5-10, New York City—Six days' bicycle race at Madison Square Garden.

December 10, New York City—Armory cycle races at 71st Regiment armory, 34th street and Park avenue.

December 11, New York City—New York Motorcycle Club's fourth quarterly trial, Poughkeepsie and return; second running.

December 18, New York City—Superior Wheelmen of New York's 15 miles club championship.

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

January 1, Cleveland, O.—Cleveland Motorcycle Club's reliability run to Akron and return, 100 miles.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufactur-

ers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

## Correspondence

**For Keeping the Oil Window Clear.**  
Editor of the Bicycling World and Motorcycle Review:

It may be of interest to you and your subscribers, especially those whose motorcycles are fitted with an oil window in the base of the motor, to know that the glass can be kept clean and transparent for a long time. It is accomplished by removing and well cleaning the glass, then rubbing the side which is to face the oil in the motor base, with a preparation called "Anti-Sweat," then wiping it off lightly with a soft cloth and replacing the glass. The window will be transparent for perhaps two or three months more, and, when necessary, the operation may be repeated. The preparation can be bought at almost all opticians or optical stores, and retails at 25 cents. It is put up in pencil form. It is also fine for lenses of goggles or spectacles, as it prevents steaming or clouding.

A. W. H. HELBERG,  
Gardnerville, Nev.

**Quarterly Trial to be Re-Run.**  
At a meeting of the New York Motorcycle Club Monday night, 28th ult., it was decided to re-run the fourth quarterly trial on Sunday, 8th inst., over the usual course

and under the regular rules. No entry fee will be charged those who took part in the last trial on November 8, which was declared no contest because none finished, owing to bad weather.

**Superior Wheelmen Championships.**  
With 51 prizes awaiting distribution there should be no lack of entrants of excitement, either at the 15 miles club championship races that the Superior Wheelmen of New York City will hold on Sunday, 18th inst. The club recently has taken new quarters at 109 Sullivan street, and fitted them up with a home trainer and other athletic paraphernalia.

**Clevelanders Plan New Year Run.**  
In order to start the year right, and also prove that cross country riding in winter holds no terrors for its members, the Cleveland (O.) Motorcycle Club will hold a reliability run to Akron and return, 100 miles, on New Year's Day. The awards will be gold and silver medals, and F. A. M. rules will govern.

**Baltimoreans Postpone Race.**  
Owing to heavy rain on the preceding night which rendered the course unfit, the Thanksgiving Day bicycle road race of the Racycle Bicycle Club, Baltimore, Md., was postponed. No date has been selected.

**Heyer Habitues to Hold Banquet.**  
Motorcyclists who "hang out" at Henry Heyer's establishment, Bedford avenue and Pacific street, Brooklyn, N. Y., recently held a dinner to promote closer acquaintance between the members of that particular "set," and they found the affair so enjoyable that they have decided to make it a monthly event during the winter. The next gathering around the festive board will be at Crowell's on Saturday evening, 10th inst., and all outside motorcyclists are cordially invited.

**Toronto's Church Parade Postponed.**  
Because of the uncertainty of the fall weather, which already has necessitated the postponement of the event on one occasion, the Toronto (Ont.) Motorcycle Club has decided to lay its proposed Sunday church parade on the shelf until next spring when the weather is more settled. During the winter the club, which has nearly 100 members, will keep up interest by monthly socials and talks on technical matters.

**New Yorkers Move Back to Old Address.**  
There appears to be some fascination in No. 10 West 60th street, Manhattan, for the New York Motorcycle Club, which at various times in its career has had its headquarters at that address and has left it only to return later. For the past year it has had a clubroom at 2650 Broadway, at 101st street, but on January 1 it will return to the old quarters.

**Yes, Yes! Quite True!**  
"The Bicycling World and Motorcycle Review is too good to let go by, and I think no dealer should be without it, so keep it coming."—F. D. Buchanan, Haverstraw, N. Y.

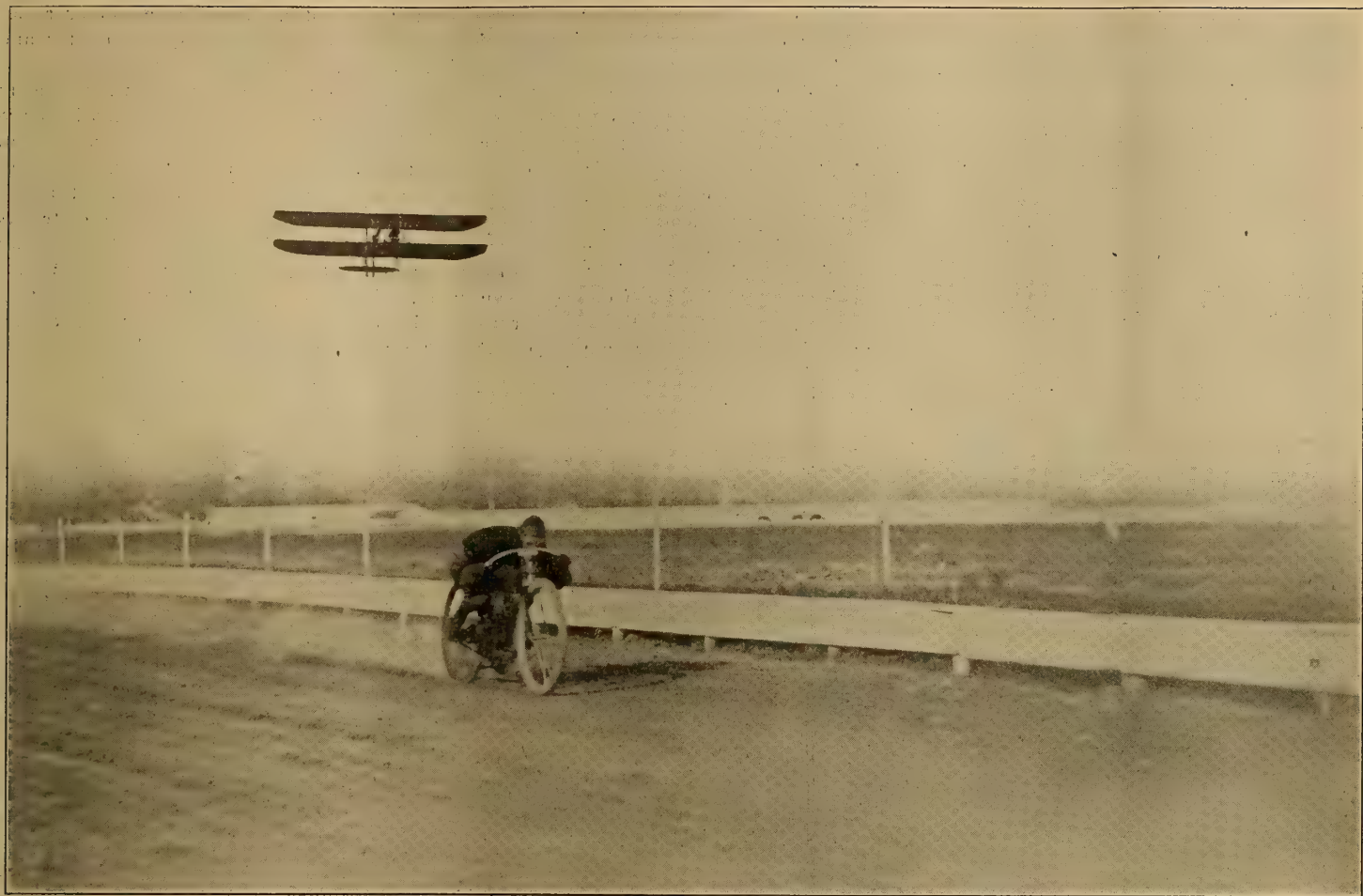
## FAMILIAR NAMES ILLUSTRATED



"EXCELSIOR"



## Motorcyclist Vanquishing a Bird-man



In the first race ever held in the United States between a motorcycle and an aeroplane the motorcycle emerged the victor. The machine was an Emblem, made by the Emblem Mfg. Co., of Angola, N. Y., and was ridden by L. S. Taylor, whose aviating adversary was Parmalee in a Wright biplane. The race was at Columbus, O., on November 7, and was for two miles. Taylor made the distance at almost a mile a minute gait, going twice around the Columbus Driving Park track in 2:05 and leaving his rival well behind.

### Changing Gear with a Two-Speed.

In connection with the operation of two-speed gears there are two golden rules to be observed, viz.: to change the gear without noise, and to make the shift at the proper moment so as to secure the best results from the engine. When changing upward, that is from a lower to a higher gear, the clutch always must be withdrawn, and at the same time the spark should be retarded momentarily to prevent the engine racing when the load is released, while the gear shifting lever is being thrown into high gear position. The change from low to high gear should not be made until the engine attains its maximum speed with the lower gear, else the engine is apt to be stalled or an unusually severe strain inflicted on the mechanism. On the other hand, an engine should not be allowed to run its head off on low gear, as it is very injurious to the motor. The proper time to change can be learned by frequent practice in changing and noting the position of the control levers at the point where the engine best picks up the high gear when changing upward. In changing downward,

that is from high to low, the shift is more easily accomplished and should be made at the instant when the engine commences to slow down on high gear

### Cap Draughts that Cause Headache.

Many riders who indulge in long runs at high speed or who do much riding in cold weather suffer from headache, the cause of which they are sometimes at a loss to account for. The affliction is due to wearing too thin a cap, which permits the head draughts to beat on the temples and upper part of the skull. Some riders counteract the ailment by reversing their caps and wearing them with the peaks astern, but this does not add to the personal appearance and gives the impression that the wearer wishes to be thought a racing man. If a cap be so light in front as to induce headaches through excessive wind pressure, the defect can be overcome by lining the inside of the cap above the peak with chamois leather, which will give the necessary additional protection without changing the exterior appearance of the head-gear.

### Disassembled Parts Identification.

Upon reassembling a machine after it has been taken apart for overhauling, it is essential with many parts that they not only be put back in their right places, but that they be replaced in some fixed relation to each other. For instance, the mixing of valves or even motor bolts that may appear similar, the transposition of pistons and rings, or the improper meshing of a pair of gears may cause serious trouble in tuning up a machine after it has been reassembled. In the original assembly, mixing up of different parts of like nature usually is provided against by systems of punch marks or other means of identification. But as these code marks are as a rule intelligible only to the repair man or one quite familiar with the particular make of machine, the careful novice or mechanic who is a stranger to that make of machine will guard against subsequent trouble by establishing an identification system of his own which, of course, should be sufficiently different from the others to permit no chance of confusing the various parts during the reassembling.



## NOVELTIES AT THE OLYMPIA SHOW

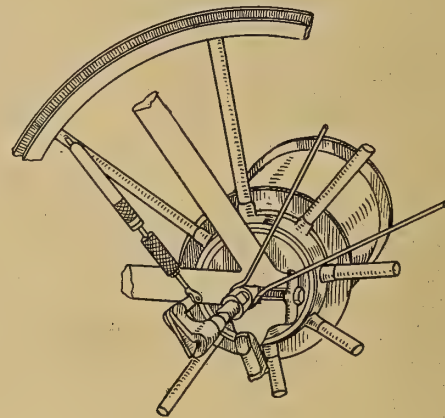
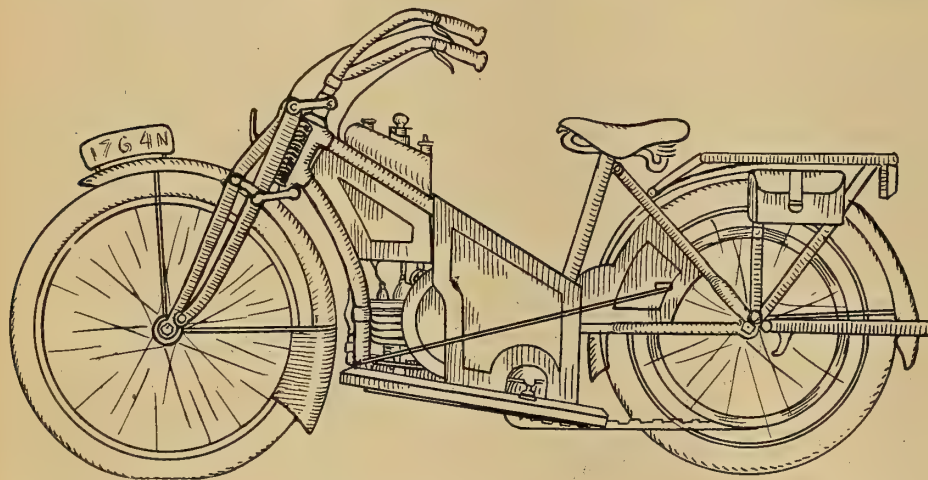
Plenty of Detail Variety in the British Offerings—Three Speed and Water Cooled Engines Shown.

Eclipsing in size and gorgeousness all other cycle exhibitions ever held in Great Britain, including the banner show of 1897, when cycling was at its zenith, the annual Olympia cycle and motorcycle show, and the first ever given by the Cycle and Motorcycle Manufacturers and Traders' Union, opened on Monday, 21st ult., with 240 exhibitors and continued throughout the week, closing on the 26th ult. The only

line. As the accompanying illustration shows, the mechanism is well enclosed, so that the rider's clothing will not become entangled in it. The engine is horizontal opposed, air cooled, and has a two-speed gear and free engine clutch. No pedals are required, the engine being started by a hinged crank handle fitted to the countershaft and which swings out of the way when not in use. The drive is by chain from the engine to countershaft and then by belt to the rear wheel.

Except for its keystone frame the two-speed model Douglas lightweight with foot brakes differs but slightly from its open frame sister. Great smoothness of running and absence of vibration is claimed for the horizontal engine which is used in

planetary type. It also includes a disk clutch which is contained in a separate compartment and the exterior appearance is not unsightly. The device weighs about 12 pounds, is four inches in diameter and will fit between the stays of the standard British light machine for which it primarily was designed. The gear combinations are obtained by moving the bell crank shown at the end of the axle, the crank being actuated by a lever on the tank through Bowden wire connections. The clutch is operated by a foot pedal. In the gearing arrangement automobile practice is followed in that the highest gear combination is indirect and the next lower one direct, after which comes the usual low gear. By this arrangement all normal running may



American machine on exhibition was the Indian, of which a complete line, handsomely finished, was shown. The space always was surrounded by interested crowds. How strongly this sole American representative has affected British makers by its fine showing in competition abroad the past year is shown by the numerous instances where such well known Indian features as the overhead operated inlet valves, chain drive and mechanical oiler have been adopted by domestic makers to a greater or lesser degree for 1911, not to mention numerous attempts at simplified control.

Few, indeed, were the prominent makers of motorcycles or bicycles who were missing from the Olympia show, and as the record number of exhibitors suggests, it tested to its capacity the big hall, which is fully as large in area as Madison Square Garden in New York. One of the features of the show was the striking decorations which added greatly to the picturesqueness of the exhibition. Instead of being uniform and subdued as in this country, they were varied and gorgeous, each exhibitor endeavoring to make his exhibit more attractive and prominent than his neighbor's.

### Notable Features of the Exhibits.

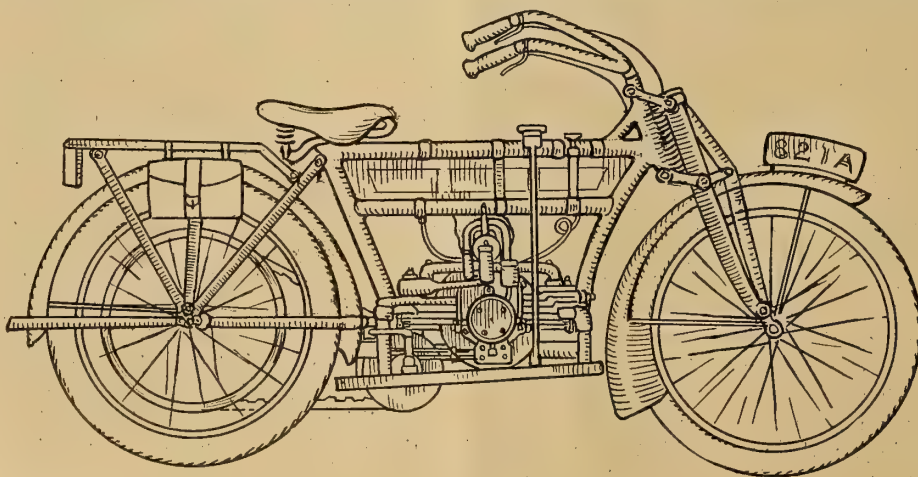
An open frame model for ladies or gentlemen who are averse to straddling a top bar constitutes a feature of the 1911 Doug-

all models of this make. The power unit is extremely compact and neat, and, in addition to the regular front guard, is further protected by an auxiliary leather flap attaching to the footrests and furnished as an extra. The touring model is similar to the one illustrated, with the exception that it is fitted with pedals.

No sooner have two-speed gears ensconced themselves in the hearts of British motorcyclists, when a three-speed appears to win their love away. This new aspirant for honor is the Armstrong, which is shown in the illustration and is of the

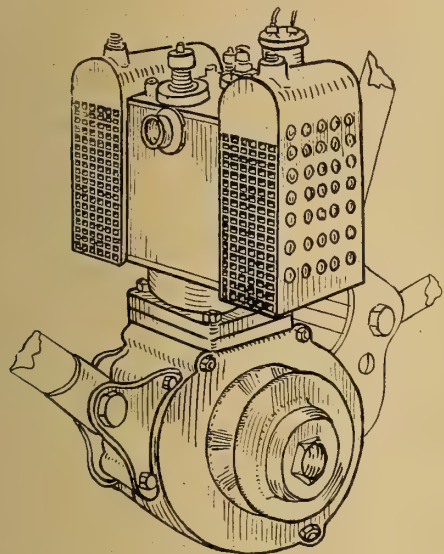
be done on direct drive with a minimum friction loss in the transmission, and when the highest speed is desired it may be obtained on the higher indirect without running the engine at abnormal speed. The pulley mounting also is unique, the spokes, eight in number, being hollow tubes screwed into an outer ring of the hub shell and the inner rim of the pulley.

Water cooling has made substantial gains in Great Britain during the last year, and one of the neatest cooling systems which has been devised is that illustrated, which is used on the Green engine. The radia-



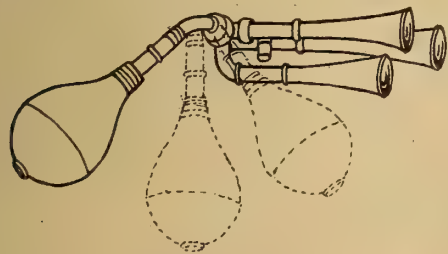


tors, of which there are two, are of the cellular type and are attached to opposite sides of the cylinder, forming part of the cylinder water jacket. The two tubes projecting through the tops of the radiators are sleeves through which protrude the lift rods that operate the valves in the head,



the rockers being mounted on top of the tubes. Water for cooling is carried in a front compartment of the rectangular tank, which is of large section and forms the top bar of the frame, being electrically welded to the head and seat tube. The radiators are of copper and the water circulation is thermo-syphon, the cooled water forcing the hot water to the radiator, this action being continuous while the engine is running.

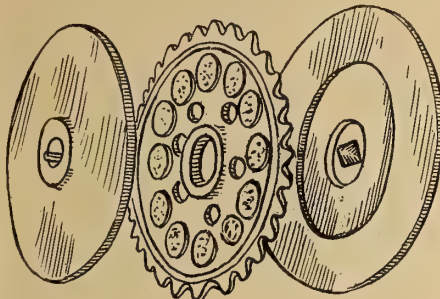
While horns have been used heretofore as a warning signal on bicycles and motorcycles, many critics have condemned the practice for various reasons. The Cyclophone, shown by Brown Bros., Ltd., is said to overcome these objections, in that its use, as its name implies, is confined principally to motorcycles and bicycles. The illustration shows the signal and gives an



idea of the mode of operating it. Three different chords may be sounded by the rider, the selected tone resulting from the position of the swivel-attached bulb when it is pressed.

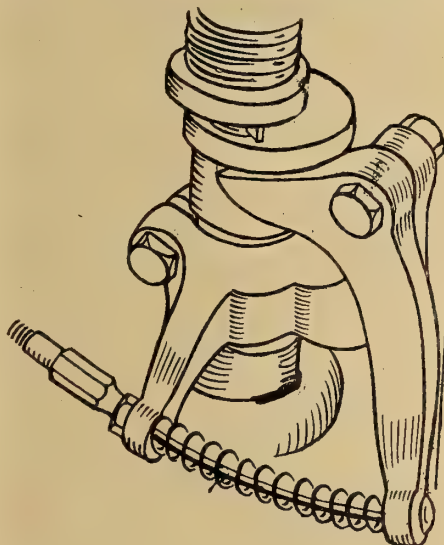
Resembling closely that used experimentally on the Indian 1910 two-speed, and which subsequently was abandoned, a plate clutch with cork inserts will be a feature of the A. J. S. two-speed model for

1911. The clutch is illustrated in disassembled form, and both faces of the sprocket ring have cork grips. The left plate is keyed to the shaft while the sprocket and right plate ride free, the sprocket being driven direct from the engine. A heavy coil spring presses the outer plate and sprocket against the inner one, giving the drive to the gearbox and rear wheels. The



clutch grip may be regulated through the Bowden wire or handlebar control which governs its action by compressing or releasing the spring.

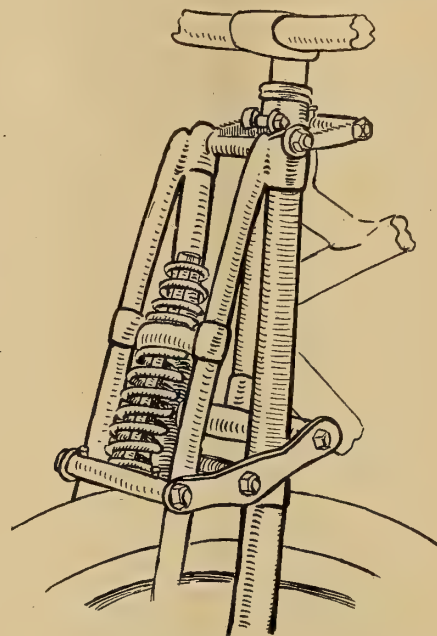
In most motorcycle engines the compression is released by raising the exhaust valve by means of an auxiliary lifter connected either directly to the grip control or to a separate connection operated by a finger latch near the grip. One of the refinements incorporated in the single cylinder J. A. P. engines is a new hand oper-



ated exhaust lift, which is shown in the illustration. Its main member is an inverted bell crank which is operated by pulling a Bowden wire. A slightly different method of anchoring the wire is used on the twin engines, which have a special clip attached to the inlet pipe for the purpose.

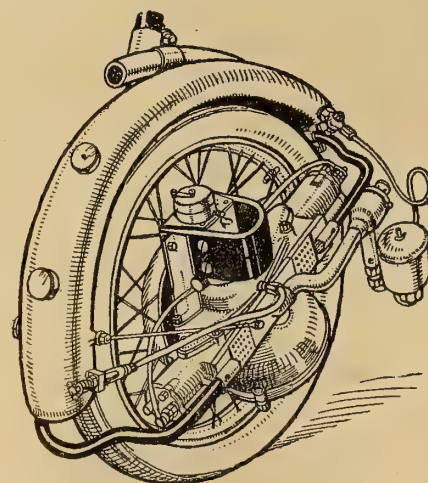
Hinged at the crown and stem head instead of at the toes is the unique fork suspension of the B. S. A. machine. The illustration shows the method of springing and mounting, the main spring being carried on the forward cross arm of the

lower link and caged at its upper end by another cross arm. On top of this middle arm is the rebound spring, which is smaller and of lesser strength. This secondary



spring is retained by the head of a line bolt which passes through both springs and screws in the lower cross arm, keeping the springs in line, and preventing them from unseating under violent action.

Ingenuity seems to have been on a rampage in the designing of the Wall Auto-Wheel, which is shown herewith. It consists of a complete power plant, assembled in remarkably compact form and intended to be attached to an ordinary bicycle, thus converting it into a near-motorcycle. The outfit may be attached or removed in a

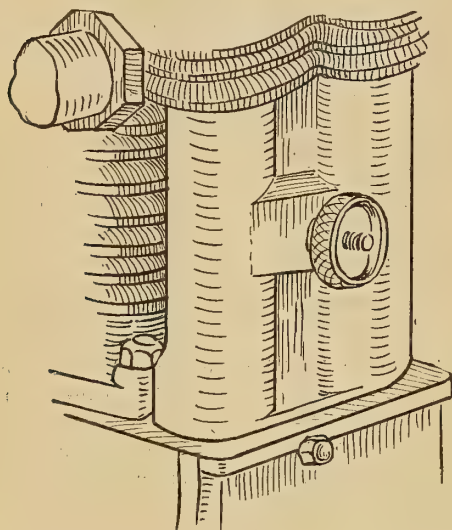


few minutes. The engine is of the two cylinder opposed type and is geared directly to the hub. Magneto ignition is used and the fuel is carried in compartments embodied in the mudguard. The wheel is attached to a bicycle by a flexible stay which is clamped to a rear stay on the right hand side of the bicycle, and connects with the motor wheel at the front



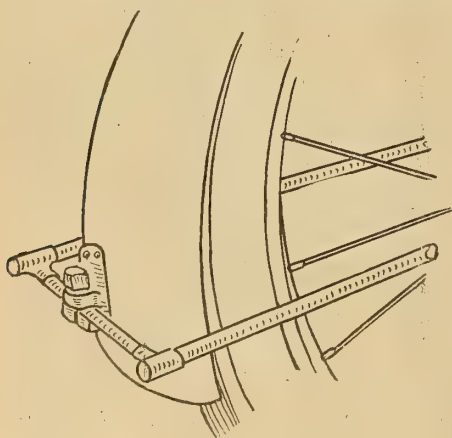
end of the guard. It has a speed of 18 miles an hour on the level, but of course requires pedal assistance on steep hills. It is started merely by pedaling the bicycle in the same manner as an ordinary motorcycle until the compression is overcome and the explosions begin. The machine is stopped by cutting out the ignition by means of a handlebar switch. The attachment has been slightly modified for 1911 by placing the magneto on the under side of the engine.

Both in the interests of silence and cleanliness, the valves of the Singer are



enclosed by a cover plate as shown. It is held in place by a knurled nut, the removal of which permits the cover to be lifted off and the valves exposed for inspection.

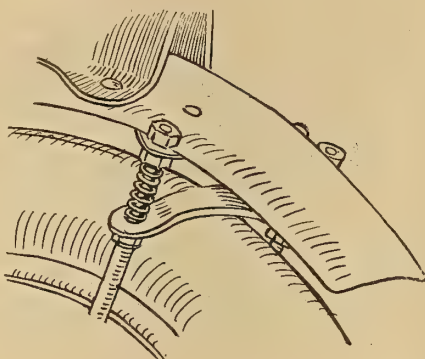
On the principle that the repair of the front tire should be made as easy as that of the rear, the Triumph is fitted with a front wheel stand which serves a double purpose, for when not in use to jack up the wheel it acts as stays for the front



guard. It is hinged to lugs on the fork and swings back of the guard and fastens to a special lug, as shown, being held in place by a setscrew.

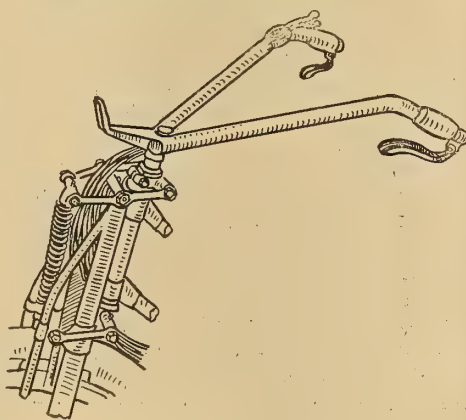
Many punctures caused by nails or pieces of wire do not occur immediately the intruders are picked up, but take place when

the latter gradually work their way through the casing to the inner tube, by the flexing of the tire as it comes in contact with the road. If any sharp article picked up were immediately removed from the tire, there would be a decrease in punctures, and to effect this result a sim-



ple little device, which seems to have some virtues as a nail remover, is fitted to the Rudge-Whitworth motorcycle. It consists of a piece of curved steel shaped to follow closely the curvature of the tire and is attached to the guard stays on both wheels. Springs on either side keep it close to the tire which it is prevented from touching, by stops on each stay. As it comes in contact with any foreign obstacle, it has a tendency to remove it through the pull exerted by the wheel in its travel. In case the obstruction does not yield readily, the nail puller yields against the springs so that the tire is not apt to be damaged seriously.

One more lesson that the British makers have learned from the American invasion is that the handlebar is a better place for the control than the top frame tube. While the handlebar control is making slow head-

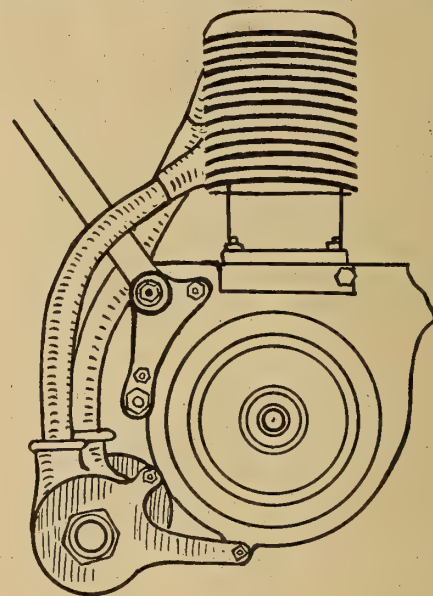


way, the much desired simplification has not yet fully arrived, as will be observed from the illustration showing a British conception of simplified control, with several levers to be twiddled and a mass of wires somewhat resembling a section of the Atlantic cable, emerging from the handlebars at their junction with the stem.

In addition to a complete display of Brooks saddles and other products of this

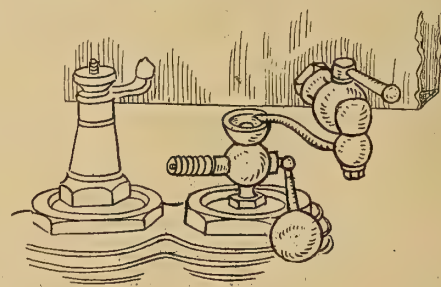
old and well known firm at its space, Brooks cycle and motorcycle saddles and also Brooks tool bags were to be found as equipment on a great proportion of the machines exhibited, including the leading makes. The well known Brooks compound springs are retained and a new saddle, either padded or plain, for lightweight machines was shown. In tool bags there were styles and sizes to suit a variety of service.

Premier motorcycles should appeal strongly to speed lovers if for no other



reason than that they are fitted with auxiliary exhaust ports piped to the muffler as regular equipment. A check valve is placed in the auxiliary pipe just outside the cylinder to prevent any burnt gas being drawn back into the cylinder on the intake stroke. The pipes enter the muffler at opposite ends, giving a more equal distribution of the exhaust and preventing back pressure by equalizing the escape.

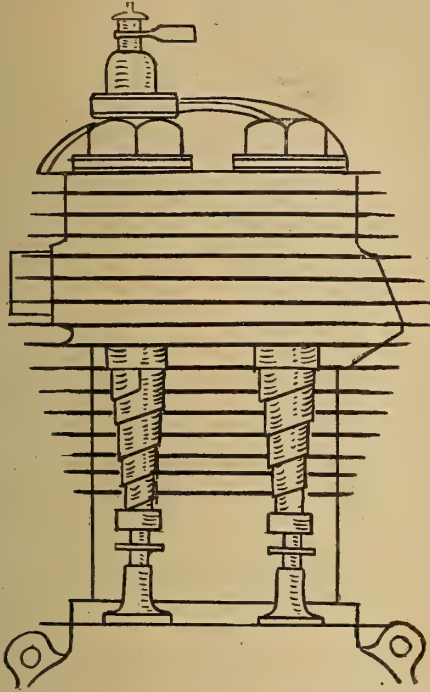
Riders of the A. S. L. motorcycle have no need to carry a special priming cup for



coaxing the engine to start easily in cold weather. A neat arrangement is provided on the machine itself so that all one has to do is to turn a petcock from the tank and another on the cylinder head and gasoline will flow direct to the combustion chamber through a short pipe leading from the tank to the priming cup. The device is shown in the illustration.

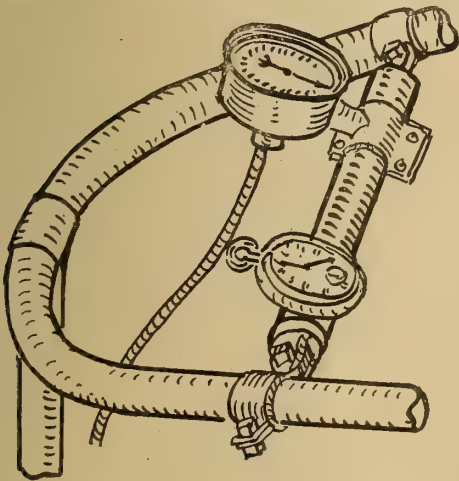


An innovation in valve springs is found in the Rex, these being made of coiled flat



spring steel wound in the manner shown. The advantages claimed for them are that they will not lose their tension or break.

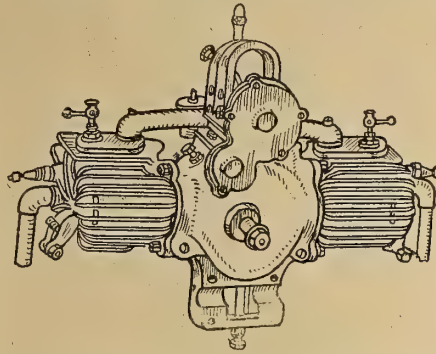
In the event of a head-on collision, whatever accessories may be mounted on the front of the handlebars usually suffer hard usage, and where long handlebars are used and instruments mounted far forward, it sometimes is difficult to read them clearly, particularly if the rider is near-sighted. To overcome these objections an accessory cross bar has been brought out, which is



shown in position. In addition to affording better protection for the instruments than the usual position it also helps to stiffen the bars, and is adjustable.

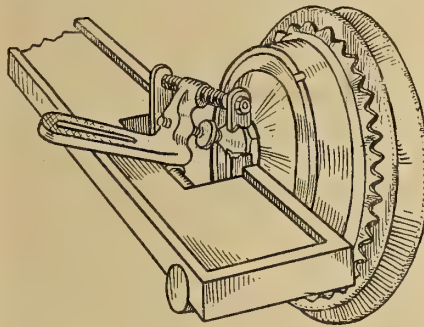
Although it has been on the market for several years, the Douglas horizontal opposed engine has but one rival as yet, and appears to have made many friends by its smooth running qualities. The inlet valves are automatically operated, and the mag-

neto and carburetter both are mounted in accessible positions. The engine is carried in a cradle lengthwise in the frame, and, contrary to supposition, the wheel-



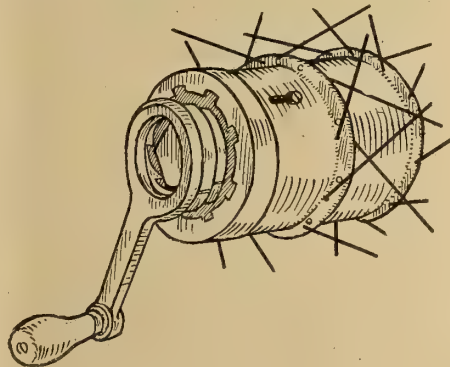
base is shorter than in many machines with vertical engines. In the illustration the engine is shown with the flywheel removed.

With the great leverage possible through the arrangement shown, there should be no slipping of the low speed internal clutch used on the horizontal twin Douglas two-speed model. The clutch is protected



from dust and injury and the actuating pedal has an adjusting screw for regulating its travel. Footboards are used in lieu of pedals.

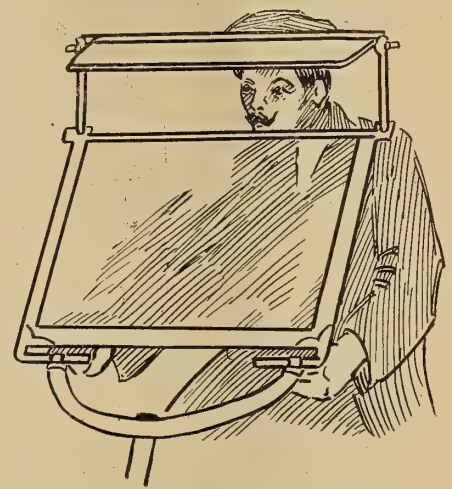
Incorporating its free-engine clutch of the multiple disc type in the rear hub the



James motorcycle is designed to have its engine started with a crank, no pedals being fitted. The crank is shown attached to the starting ratchet and is removable.

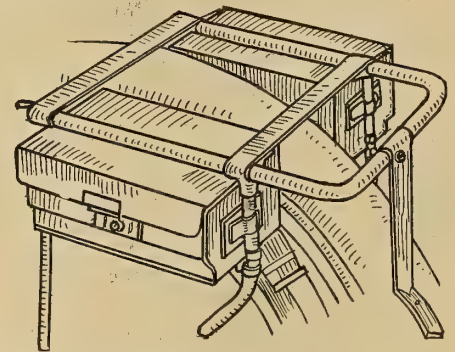
British motorcyclists who have ridden in the face of a biting wind and envied the motor car driver sitting contentedly behind a glass wind shield, may enjoy that luxury

themselves now. An accessory firm has brought out a wind shield for motorcycles, which, as shown in the accompanying illustration, is quite similar to that used on



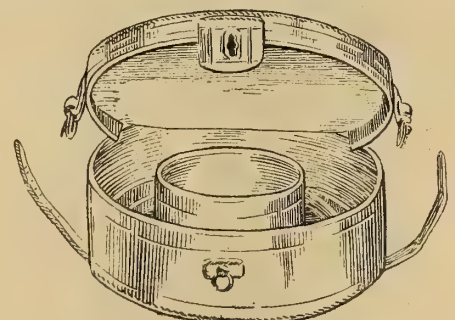
motor cars. It is made in two sections, which are adjustable, and the appliance is mounted on the handlebars. Its chances of surviving a fall without injury do not appear particularly good.

Plenty of room for tools and spare parts is afforded by the twin tool bags fitted to the Triumph. These are attached to the



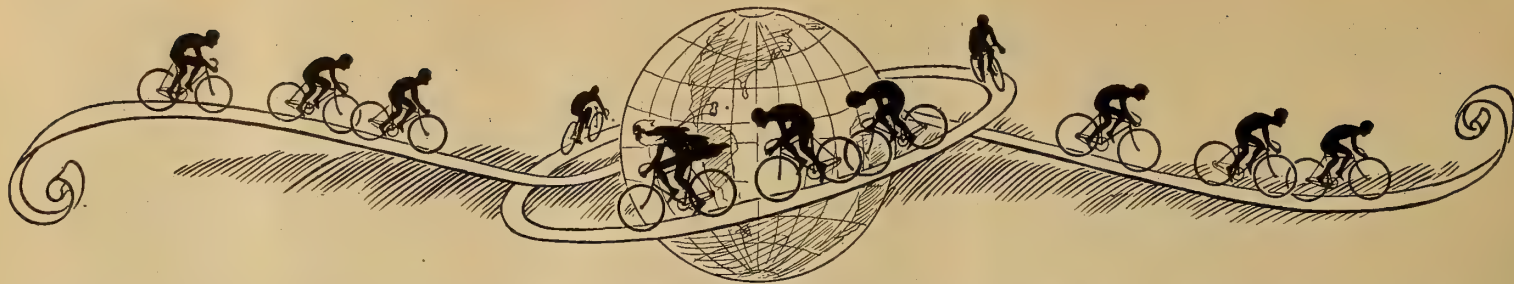
luggage carrier, utilizing space that otherwise would be wasted and at the same time affording double the capacity usually available for such purposes.

Ample carrying space for spare tubes and belts as well as other small articles is provided in the Lycett leather case, illus-



trated. It is strongly constructed, is weatherproof, has a hinged cover and hasp and straps for attaching it to the luggage carrier or other convenient place.





## ONCE MORE THE NEW YORK SIX DAY!

Long Cycling Grind of 142 Houts in Madison Square Garden Promises a Battle Royal Among Veteran Racing Teams — History of the Riders — Records in Previous Years.

"Believe me," said the cynical man about town, with a Bert Williams emphasis on the "me" part of it, "this six day race every year proves that the people in New York City simply yearn for a place to hang out all night."

But this remark by no means fully explains the fascination that makes ordinarily sensible people linger and stay and remain a little while longer, and then not go home yet, but stick around awhile and not move out for half an hour more and sit where they are for a further spell, and after a time wait until there is a sprint and then be afraid to go home until another expected sprint takes place, and while away the minutes until it shall take place and delay their departure and watch patiently for some "action," and continue the vigil just a few minutes more, and—"Gee! is it 20 minutes to five in the morning? And I gotta get to work at half past eight!"

The annual six day race is run on a steeply banked board track or "saucer," set in the middle of Madison Square Garden, a huge building that from time to time houses all kinds of exhibitions from circuses to the horse show, not to mention automobile shows, printers' balls, prize fights and Marathons. The track is ten laps to the mile. In former years it used to be built right up to the front row of seats, but more recent fire regulations require that there be an aisle space between the track and the seats. This has resulted in eliminating a lot of the horse-play that used to take place between the riders and the spectators, including stunts where riders would squirt seltzer water on sleeping spectators or throw wet sponges at them. Enthusiasts there used to be, too, who would hand out greenbacks to riders whom they liked, the contestants, as they rode, being able to reach out and grab the money.

On the Saturday night before the race, a program of short events is given, to whet the cycle fan appetite, and on Sunday night the crowd gathers to hear a "sacred concert" which lasts until midnight. Somehow or other, not one of the crowd goes away when the concert is over, and it is only

about five minutes later, or 12:05 Monday morning, that the big grind is started.

This year there are 14 teams, and, as usual, they will ride night and day for 142 hours, commencing Monday, December 4, and ending shortly after ten o'clock on Saturday night, December 10. The winning team ordinarily receives about \$1,600 as first prize, the other prizes extending down in lessening amounts until all the finishers are included; but in addition to the regular prizes, the management pays liberal sums and guarantees to the top-notchers who take part, including extra allowances for the traveling and training expenses of the foreign riders who are imported for the occasion.

Six day racing has flourished more or less since 1891, but it was not until 1897 that it commenced as a regular feature of New York's winter program of diversions. By reason of the two men team system inaugurated in 1899, which provided that one member of a team rests while the other rides, the earlier "brutality" of six day racing no longer exists, and instead of being racked by the terrific strain of struggling along alone until physical collapse takes place, as was the case when the contenders competed as individuals, the riders now come out of the race in most instances as fresh as when they went in. In fact, many of them gain considerable weight during the race, as the daily total of 12 hours off the track is devoted to little else than eating and sleeping.

And my, how they do eat! Some of them eat from six to ten times in every 24 hours, not to mention an occasional swig of malted milk with egg or some cold chocolate while they are on the track. A good camp cook in charge of a team's culinary department has much to do with the team's success.

On the past performance "dope" there is every prospect of a glorious struggle in the 1910 contest. The four teams which may be expected to make the best showing are Macfarland and Clarke, Rutt and Stol, Moran and Root, and Fogler and Hill. The visitor well may keep an eye on the team of Hehir and Goulet, and, as a team, Law-

son and Walthour may surprise their admirers either by going down and out very quickly or by making a brilliant showing, as both men are eccentric and high strung, so that the team would be quickly disorganized by a little bad luck or internal friction.

The list of teams is as follows:

Coast to Coast team—George Cameron, New York City, and Alfred Halstead, San Francisco.

American-Swedish team—Frank Galvin, New York City, and Norman Anderson, Copenhagen.

German-Holland team—Walter Rutt, Germany, and Johann Stol, Holland.

French-Belgian team—Achille Germain, France, and Francois Verlinden, Belgium.

Kangaroo team—Patrick O'Sullivan Hehir, New Zealand, and Alfred Goulet, Australia.

Western team—W. E. Mitten, Davenport, Iowa, and Lloyd Thomas, San Francisco.

Pony team—George Wiley, Syracuse, and Percy O. Lawrence, San Francisco.

French team—Leon Georget, France, and Julien Pouchois, France.

Australian team—E. A. Pye, Australia, and Gordon Walker, Australia.

International team—Floyd Macfarland, San Jose, and Jack Clarke, Melbourne, Australia.

Irish-American team—Eddie Root, New York City, and James Moran, Chelsea, Mass.

Dixie-Mormon team—Bobby Walthour, Atlanta, Ga., and Iver Lawson, Salt Lake City.

Boston-New York team—Joe Fogler, Brooklyn, and Fred Hill, Boston, Mass.

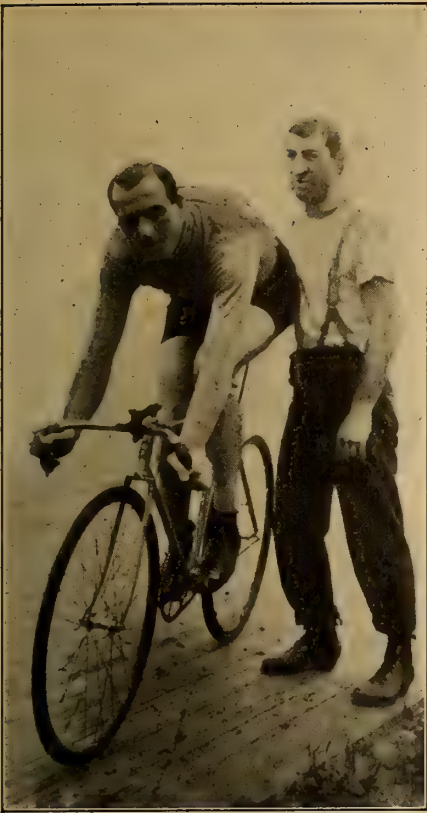
Hub team—Elmer Collins, Boston, and Peter Drobach, Boston.

The history of the men composing the teams is as follows:

### Clarke and Macfarland.

Adolphus John Clarke, of Australia, who is popularly known as "Jackie" Clarke, the "Australian Rocket," or "Rocket Clarke," is one of the present day speed marvels,

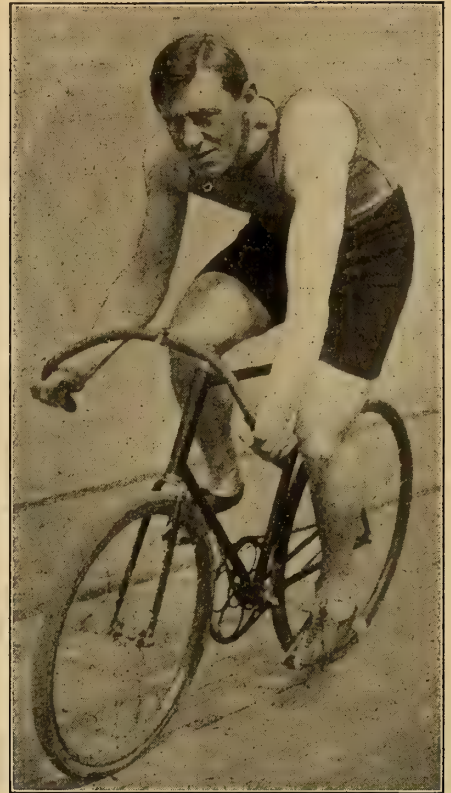




FLOYD MACFARLAND



WALTER RUTT



JAMES MORAN



JOHANN STOL



ELMER COLLINS



EDWARD ROOT



JACK CLARKE



and holds a number of records both unpaced and in competition. His first appearance in the New York six day race was in 1906, when with Ernest Pye for a partner, he finished fifth. In 1908 he and Joseph Fogler were first in a little six day race at Paterson, N. J. Last year, 1909, Clarke and Walter Rutt won the New York six day, these two forming a new team after having lost the partners with which they started—Macfarland and Stol, respectively. They not only made up the laps which they were penalized under the rules for forming a new team, but they finished an entire lap ahead of the field. Clarke and Rutt then went to Berlin, Germany, for the six day race in that city at the first of this year, and easily won first. Among the records that Clarke holds are the unpaced mile, 1:52; unpaced half mile, 50 $\frac{3}{4}$  seconds; two-thirds mile, 1:12; standing start unpaced kilometer, 1:13; competition mile, 1:48 $\frac{3}{4}$ ; competition half mile, 51 $\frac{3}{4}$ ; competition two miles, 3:38; competition 25 miles, 56:21. Clarke was second to Kramer in the American championship series of 1909, but during the summer of 1910 he rode at Salt Lake City, not returning to Newark, N. J., until after the national championship series was concluded.

Floyd A. Macfarland, of San Jose, Cal., has twice won the New York six day, the first time being in 1901, with Harry Elkes, and the second time being in 1908, with James Moran. After the latter race he and Moran, fresh from their victory in New York, went to Berlin, Germany, and captured the six day event there, the first ever held in that city. Macfarland was Clarke's partner last year until Thursday, when he withdrew, leaving Clarke to team with Rutt, whose partner, Johann Stol, had withdrawn. "Mac" is considered one of the greatest "track generals" in cycle racing, winning as many victories in business conferences with managers as he does on the track, which is no small number. In fact his "head work" in racing and in business negotiation, together with his sprinting and plugging ability, results in his winning more prize and appearance money than almost any other of the top notchers. In addition to being Clarke's partner for the six day race, Macfarland also is Clarke's manager throughout the year.

#### Rutt and Stol.

Walter Rutt, of Germany, with his present partner, Johann Stol, of Holland, was the winner of the New York six day race in 1907. They were the first foreigners to achieve the honor, although foreign teams had been conspicuous in previous years. Rutt's six day experience commenced in 1906, when he finished third with Floyd Macfarland. In 1908 Rutt, again with Stol, won second. Last year Rutt and A. J. Clarke finished as the winners, after each had lost the team mate with which he

started out. They formed a new team, and not only regained lost laps but finished a lap ahead of the field. Because of this fact, the management arranged as a special feature for the spectators that the two should ride a final mile as a French style match race, to determine which was the better man after the long grind. In this Rutt triumphed over the speedy Clarke, both by head work and by a sprint that showed why he enjoys so great a European reputation.

Johann Stol, whose first name in English is simple John, started in the New York six day riding game in 1904, when he and Vanderstuyft finished second; in 1905 they finished fourth, and in 1906 Stol was put out of the race because of injuries to his partner. The following year, 1907, he and Rutt were the victors. In 1908 they were second, but in 1909 Stol's knees went bad and he retired, on Thursday, Rutt then teaming with Clarke.

#### Root and Moran.

Edward F. Root, of Boston, Mass., has three times won the New York six day race, the first time being in 1904 with Oliver Dorlon. In 1905 Root and Joseph Fogler were the winners, and they repeated in 1906. Root commenced his six day career with Galvin as his partner, in 1903. He is one of the most dangerous of the six day contenders, not so much because of his applied knowledge of fair and foul tactics, but because of his being perfectly at home in a big "jam" or sprint and because of his experience in six day racing.

James Moran, of Chelsea, Mass., who sometimes is referred to as the "Chelsea Milkman," because of his lacteal business interests, was the winner of the 1908 New York six day, with Floyd Macfarland, and immediately after the New York affair the pair went to Berlin and won the six day race there. With Fogler as his partner, Moran was second in the New York grind of 1907. In November of this year he and Frank Kramer won the abbreviated six day race at Boston, and he has other "little" six day victories to his credit in Kansas City. No rider is more ready to start a "jam" than he, and he further contributes to the excitement by starting a fresh sprint just after every other rider on the track is exhausted at the conclusion of a preceding one. He also amuses himself by starting a number of false sprints, just to stir the others into action in getting aboard. He holds several long distance American motor paced records.

#### Fogler and Hill.

Joseph Fogler, of Brooklyn, N. Y., is a veteran of six day racing. With Edward Root as a partner he won the New York six day event of 1905, and the pair again were the winners in 1906. In 1907, with James Moran as his partner, he was second in the big event. In 1909, Fogler and

Root took part in the six day race at Berlin, Germany, where they finished fourth. The pair also finished first in the six day events at Kansas City and at Atlanta, Ga., in 1909. At the Boston six day, 1910, he was second, with Elmer Collins as his partner. Fogler was second in the American championship series this year, having been third in 1908 and 1909.

Fred Hill, of Boston, Mass., has been in two previous New York six day races, making his debut in 1908, when with Walter De Mara he finished fourth. Hill and his partner were one of the sensations of the race, as they stuck with the leaders until the finish, being one of the four teams in the first division. In 1909 Hill teamed with Charles Stein for the New York six day, the team finishing fourth, and at Buffalo, 1910, Hill and Peter Drobach were first in the six day. Hill holds the 20 mile record, of 44:45 $\frac{3}{4}$ .

#### Hehir and Goulet.

Patrick O'Sullivan Hehir, of Australia, who has ridden considerably at Salt Lake City and at Newark, N. J., was in the New York City six day race of 1909, when he started with Alfred Halstead as a team mate and finished with Ernest Pye as his partner, the new team having been formed during the week. Hehir and Pye finished fifth. During the present year he has ridden in the "little" six day races at Newark, Buffalo and Boston, finishing fifth in the first two, with Pye and Root as his partners, respectively, and third at Boston, with Alfred Goulet. He also finished third in the American sprint championships. He holds the competition track record for one-third of a mile, his fastest time for this distance being 37 $\frac{3}{4}$  seconds.

Alfred Goulet, of Australia, is best known as a pursuit rider. After coming from Salt Lake City, where he had a successful season, he created something of a sensation at Newark by defeating Kramer, Fogler and other strong riders in pursuit events. With Hehir he finished third in the Boston six day this year.

#### Collins and Drobach.

Elmer Collins, of Lynn, Mass., has ridden in New York six day affairs before, being third with Robert Walthour last year and landing fifth with W. L. Mitten in 1908. He has made pace following a specialty and holds the American motor championship for 1909 and 1910.

Peter Drobach, of Boston, rode in the New York six day of 1908, finishing eighth with Pedlar Palmer, and early in the year won the Buffalo "little" six day with Fred Hill. He is a horse for work when it comes to plugging, and holds the 15 miles competition record of 33:16.

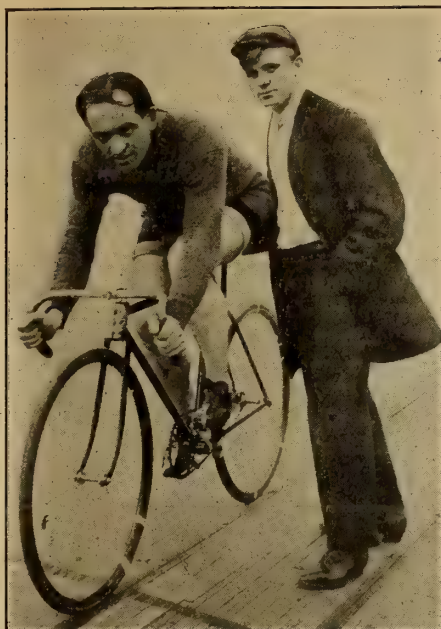
#### Pye and Walker.

Ernest Pye, of Australia, is not only a good sprinter but a strong rider, as shown





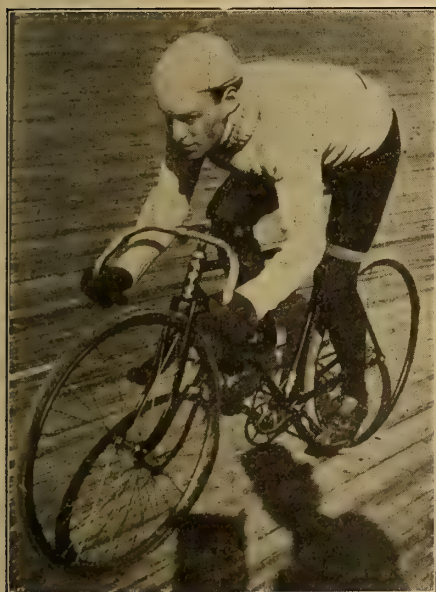
JOSEPH FOGLER



GEORGE CAMERON



ALFRED GOULLET



PERCY LAWRENCE



FRED HILL



PETER DROBACH



ERNEST PYE



ALFRED HALSTEAD



GORDON WALKER



by his holding the two miles unpaced record of 4:01½ and the three miles unpaced record of 6:09½, both records being made at Salt Lake City last August. With Jack Clarke he was sixth in the New York six day race of 1906. In 1909 he rode with Patrick O'Sullivan Hehir as his partner, but withdrew on the fifth day because of a broken collar bone. Pye, in addition to being a rider, is a manager of some of the saucers in the West.

Gordon Walker, of Australia, has been unfortunate in his six day race riding, having been put out of the New York six day in 1908 through an accident and meeting with a similar experience at the "little" six day in Boston. He is a good sprinter and plugger, and has a creditable record of wins in the shorter events.

#### Walthour and Lawson.

Robert Walthour, of Atlanta, Ga., who is popularly known as "Bobby," has twice been a New York six day winner; the first time in 1901, with Archie McEachern, and the second time with Bennie Munroe, in 1903. Latterly Walthour has espoused motor paced racing, and in this he twice has been champion of the world, winning the title in London in 1904 and in Antwerp in 1905. He holds the American motor paced records from 4 to 31 miles inclusive. Following his earlier six day victories, Walthour finished ninth in the New York six day race of 1906, with John Bedell as his partner; in 1908 he was fourth with Edward Root, and in 1909 was third with Elmer Collins.

Iver Lawson, of Salt Lake City, is sometimes known as the "Flying Swede," and at times he develops bursts of speed that are marvelous. A few years ago he almost wrested the national championship sprinting honors away from Frank L. Kramer, who has held the championship for ten years. In 1904 he won the world's championship, in London. With Walter De Mara as his partner, he was eighth in the New York six day race of 1909. He has won a number of "little" six day races and 24 hour races, with James Moran as his partner in each instance. He holds the record for a quarter mile unpaced, 23½ seconds; one-third mile unpaced, 33½ seconds; three miles competition, 5:35½; five miles, 9:42½.

#### Halstead and Cameron.

Alfred Halstead, of England, starred in the amateur ranks at Salt Lake City a couple of years ago, and later entered the professional ranks after coming to the East. He started in the 1909 grind with Percy Lawrence as his partner, but when the latter retired he formed a new partnership with Patrick Hehir, who also lost his partner, and these two finished fifth. He is a strong rider in a long, fast grind.

George Cameron for many years was the star of the amateurs around New York City, and for a decade held his own against

all comers. He gained a great reputation as a flat floor rider and was invincible in armory riding. In 1908 he went to London to represent America in the cycle races of the Olympic games. Later in that year he became a professional. In an abbreviated six day race at Atlanta, Ga., in 1909, he was third with W. L. Mitten.

#### Mitten and Thomas.

Worthington Longfellow Mitten, of Davenport, Ia., sometimes known as "Little" Mitten, is a seasoned rider, but his first attempt in a New York six day race was in 1907, when he was obliged to retire because of injuries to his partner. In 1908 he finished fifth, with Elmer Collins as



LEON GEORGET

his mate, and in 1909, with Fred West, he captured his half of sixth money. He has ridden in a number of the limited six day races at Kansas City, Boston, Trenton and elsewhere.

Lloyd Thomas, of San Francisco, who is but 19 years old, has proved fast and sturdy enough to make his way quite well in the professional ranks. His only long grind experience was in the Boston six day race in November, in which he finished ninth with Fred McCarthy.

#### Wiley and Lawrence.

George Wiley, of Syracuse, N. Y., who now has outgrown his title of the "Syracuse Messenger Boy," was a contender in the 1907 New York grind, and with Frank Galvin he landed fifth place. The same team took part in 1908, when they got sixth money. Wiley has been following the motors during the last two or three years, and was second in the American motor paced championship in 1910.

Percy O. Lawrence, of San Francisco, was the amateur champion of 1909, and is

the holder of a number of amateur track records. His sprinting ability is indicated by these records, including the one-sixth mile competition, 20½ seconds; one-sixth mile unpaced, 16½; half mile unpaced, 53½ seconds; three-quarter mile unpaced, 1:23½.

#### Anderson and Galvin.

Norman Anderson, of Denmark, gained his greatest prominence in six day racing in 1908, when he and Carl Vanoni "stirred up the animals" at frequent intervals by quickening the pace whenever things began to lag. Frequently they started things that they could not finish and were lapped as a result, but they finished seventh. In 1909 they finished last.

Frank Galvin, of New York City, has started in numerous six day races in New York and has finished in all of these except two, when he was put out by accident. The six day race is practically his only cycling endeavor during the year, as he devotes himself to other matters during the rest of the 12 months.

#### Germain and Verlinden.

Achille Germain, of France, is a lesser known racing man, from whom the other riders have little to fear. He and his partner, Carapezzi, were so far behind in the New York six day of 1909 that they were withdrawn from the track on Friday. He had commenced the grind with Reginald Shirley, an Englishman, who "blew up" after one day. With Carapezzi, whose partner, Cuniolo, also had withdrawn, the new team was formed.

Francois Verlinden, of Belgium, is a stocky rider of the sort who should show well in a six-day race, of which this is his first. He has made 25 miles 1,429 yards unpaced in an hour. Close to world's record.

#### Georget and Pouchois.

Leon Georget, of France, holds a number of the world's human paced records and has three times been the winner of the famous Bol d'Or 24 hour race in France. He and his brother Emil competed in the New York six day of 1906, finishing eighth, and in 1907 he was paired with Victor Dupre, the team finishing third. In 1908 Dupre again was his partner, but fell sick during the week, so that Georget was compelled to retire.

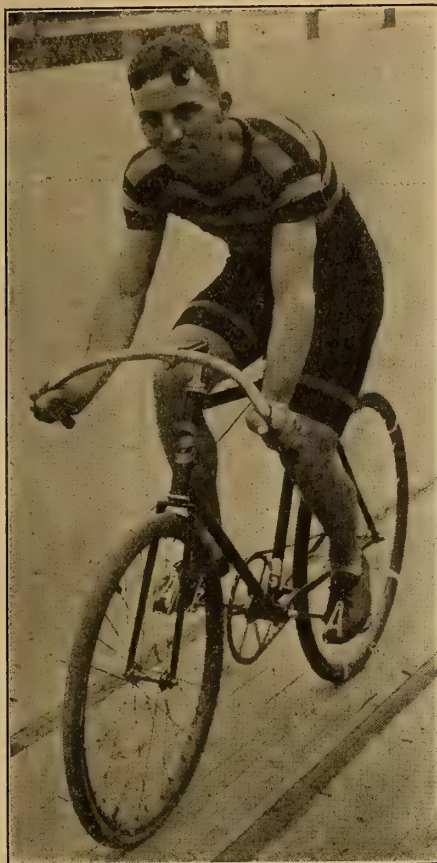
Julien Pouchois, of France, is 21 years old, and in 1908 won the Grand Prize of Paris. He also has to his credit the Grand Prize of Bordeaux, the Grand Prize of Marseilles and other conspicuous French victories.

Six day racing was inaugurated in 1891, but the records for the earlier years were not kept with the same accurate system that prevails at present, and for some of the years the total mileage figures were not recorded at all, which accounts for their





IVER LAWSON



GEORGE WILEY



W. E. MITTEN



PATRICK O. HEHIR



ROBERT WALTHOUR



NORMAN ANDERSON



LLOYD THOMAS



FRANK GALVIN



not appearing in the table. The winners for the different years are as follows:

Year	Winners	Mileage
1891	William Martin.....	1,466.0
1892	Albert Schock.....	1,600.3
1893	Ashinger-Foster .....	
1894	No race held.	
1895	Frankie Nelson.....	
1896	Teddy Hale.....	1,910.9
1897	Frank Miller.....	1,983.0
1898	Frank Miller.....	2,007.4
1899	Miller-Waller .....	2,733.4
1900	Macfarland-Elkes .....	
1901	Walthour-McEachern .....	2,555.4
1902	Leander-Krebs .....	2,477.3
1903	Walthour-Munroe .....	2,318.3
1904	Root-Dorlon .....	2,386.6
1905	Root-Fogler .....	2,260.6
1906	Root-Fogler .....	2,292.2
1907	Rutt-Stol .....	2,312.5
1908	Macfarland-Moran .....	2,737.1
1909	Rutt-Clarke .....	2,660.1

The first six day race, which as shown by the table was held in 1891, was won by "Plugger Bill" Martin, who is now a hotel keeper in Australia. The earlier six day races were not team affairs, each rider going it alone. Martin rode a high wheel bicycle, but the following year saw a victory for the much ridiculed "safety," when A. Schock was able to ride rings around the other contestants, who were mounted on high machines. The race of 1893 was held in Philadelphia, and was not at all successful. Ashinger and Foster were the only riders who were able to survive the long grind. No race was held in 1894, but the following year a six day race for women was given, which was won by Frankie Nelson. The establishment of the New York six day race as a fixture dates from 1897, when Frank Miller won. The following year Miller set a world's record for individual riders, winning the race by going 2,007.4 miles during the week.

So terrific was the strain on the individual contestants that public opinion against the brutalizing exhibition forced the New York legislature to pass a law in 1899 forbidding one rider from remaining in a contest longer than 12 hours in 24. This resulted in the inauguration of the team race system, with two men to a team. In the first race under the new plan, 1899, Miller and Waller set up a record of 2,733.4 miles, which remained unbroken until 1908, when Macfarland and Moran exceeded it and established the present record of 2,737.1 miles.

#### Baker Makes a Non-Stop Century.

Riding a "7" Indian, Erwin Baker, of Indianapolis, Ind., made a 100 miles non-stop run on the Indianapolis Motor Speedway on the 20th ult. in 1:47:40, which is claimed to be the first century non-stop on record, although Jake DeRosier in his recent 100 miles record trial at Los Angeles made a non-stop run in far better time. Baker made his ride while several test cars were skimming around, and although they tried their best to pick him up, he ran away from them every time. He used two and one-half gallons of fuel.

## ROUSING RACES AT BALTIMORE

### Thomas Sweeps to Victory in Five Events and Cracks Local Records—Teubner in Time Trials.

"Chic" Thomas, the Baltimore (Md.) whirlwind, was practically the whole show at the Baltimore Motorcycle Club's race meet at Electric Park half mile track on Thanksgiving Day, 24th inst. Thomas and his tribe of fleet Indians were too fleet for his rivals, and he took their scalps five times in addition to knocking the props from under a few of the track records. W. J. Teubner, of Pottstown, Pa., also was present to show what the Merkel could do but he contented himself with a couple of

away allowances up to a minute, and then set a slashing pace which soon put him in front. From then on the race was all for second, Ray Boyd, a 15 second man, getting that position. Thomas got left at the post in the two miles open, and had to beat it to win. Once under way, however, he streaked along like a hurricane and fought the field at one and one-half miles. The rest of the way was a sleigh ride for him. Boyd was second and Irwin Sandruck third. The long standing rivalry between Gault and Thomas was decisively settled in the mile open for five horsepower machines. Both men were out for blood and looped it for all they were worth, Thomas winning by a length. Time, 1:11 $\frac{3}{4}$ .

Teubner sent a Merkel around for two laps in 1:10 $\frac{1}{4}$ , which gave him the track record. He also took a shot at the five miles mark, but fell short by 2 $\frac{3}{4}$  seconds, being clocked in 6:03 $\frac{3}{4}$ . The track was soft and not conducive to record breaking. The five miles match between Thomas and Gault was a hair raiser. Gault had plenty of speed but Thomas offset this by clever work on the turns. They hammered away for dear life from start to finish, Thomas winning by a length. Time, 6:03. This also was said to be a local record. Ray Boyd graduated from the novice class by taking the three miles event, leaving John Johnson and Irwin Sandruck still awaiting their diplomas. Summary:

Five miles match, Chic Thomas vs. Matthew Gault, on Indians—Won by Thomas. Time, 6:03.

Three miles novice—Won by Ray Boyd, Indian; second, John Johnson; third, Irwin Sandruck, Indian. Time, 3:59 $\frac{1}{4}$ .

Five miles handicap—Won by Thomas, Indian (scratch); second, Ray Boyd, Indian (15 seconds); third, Irwin Sandruck, Indian (1:00). Time, 6:09.

Five miles exhibition—W. J. Teubner, Merkel. Time, 6:05 $\frac{3}{4}$ .

Unlimited team pursuit—Won by Thomas, Indian, Baltimore M. C.; second, John Blakeney, Indian, Baltimore M. C.; third, Ray Boyd, Indian, Maryland M. C. Time, 4:14; distance, 4 miles.

Two miles open, four horsepower machines—Won by Thomas, Indian; second, Ray Boyd, Indian; third, Irwin Sandruck, Indian. Time, 2:56.

One mile time trial, W. J. Teubner, Merkel—Time, 1:10 $\frac{1}{4}$ .

One mile open, five horsepower machines—Won by Thomas, Indian; second, Matthew Gault, Indian; third, John Johnson. Time, 1:11 $\frac{3}{4}$ .

#### Chesterites Tour to Lake Mahopac.

By way of putting its members through a "road test" to tune them up for harder work later on, the newly formed Chester's Motorcycle Association, of Mount Vernon, N. Y., held its first "endurance run" on the 20th ult., to Lake Mahopac and return, over a circuitous route which approximated 150 miles. All but one of 11 starters finished.

### Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

**MORGAN & WRIGHT**  
DETROIT

time trials and succeeded in hanging up a new mile record for the track. The meet drew the largest crowd ever present at a local speedfest, over 3,000 spectators being on hand.

From the standpoint of exciting racing it was difficult to give preference to any event, for all were brimming over with thrills. Perhaps the interclub team race deserves to be classed as the topline of the afternoon, for it sent the crowd into a frenzy. Thomas and Blakeney represented the Baltimore Motorcycle Club, while E. C. Sandruck, Irwin and Ray Boyd were the hopes of the Maryland Motorcycle Club. The latter team won the toss for position and chose the homestretch, while the Baltimores started from the opposite side of the track. Thomas got into action immediately and tore off the laps at a clip which steadily brought him nearer his quarry. He finally overhauled Boyd at four miles, while Blakeney also did the same soon after. The time, 4:14, was very good for the track.

In the five miles handicap Thomas gave



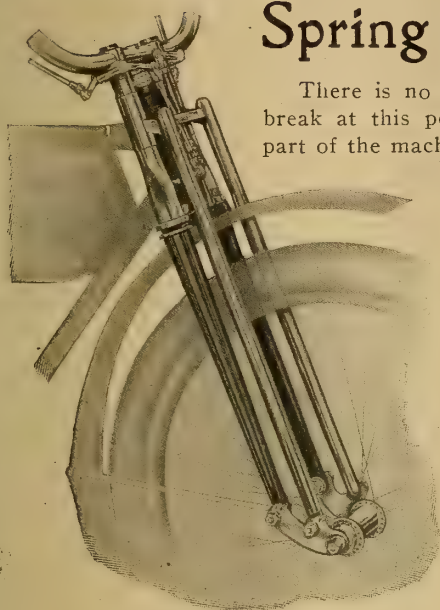
# EXCELSIOR LAUTO-CYCLE

## Spring Fork and Handle Bar Construction

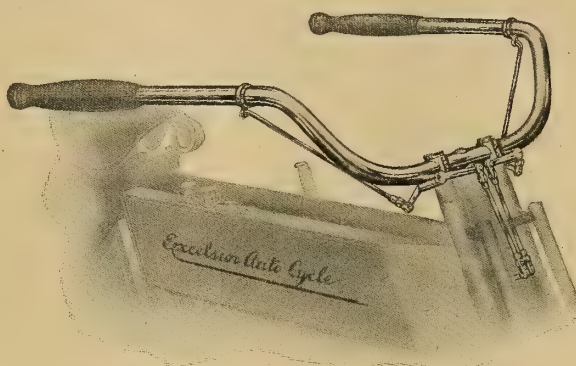
There is no part of a motorcycle more vital to the rider's comfort and safety than the fork. A break at this point is nearly always disastrous and on its action and flexibility more than in any other part of the machine depends the rider's comfort.

### SPRING FORK

The spring fork of the Excelsior Auto-Cycle is one of the leading features of the machine, and has been more widely copied than any other detail of motorcycle construction. It, however, still retains its supremacy, the imitations, as usually the case, falling short of the really valuable features. The main forks are extremely heavy, doubly reinforced with a vertical center wall that extends through the bridge crown and well down into the fork side, ending in a fish-mouth that avoids centralization of the strain. The fork crown is double with the upper plate straight, the lower arched, giving the strongest possible construction. The fork stem is seated in the bridge crown, and owing to our construction is relieved from all twisting strain in steering. The auxiliary fork is of heavy gauge tube fitted at the top with a forged bridge yoke with two horizontal arms ending in cylindrical plungers. These plungers enter the tubular portions of the main fork sides and rest between the upper or load carrying springs and the lighter check or recoil springs. A prominent feature of the Excelsior spring fork is the graduated springs to take up the slighter road irregularities and another pair, much stronger, to take up the more severe shocks and absolutely prevent positive stops or jars. The matter of rebound has been also thoroughly overcome by use of check springs below the plungers, thus absolutely eliminating road shocks and giving a soft, pliable velvet action that is noiseless and mechanically perfect. The entire combination makes a strong, flexible fork of safe and serviceable construction that is free from wear and consequently noiseless.



Shock Absorbing Spring Fork



Excelsior Handle Bar and Grip Control

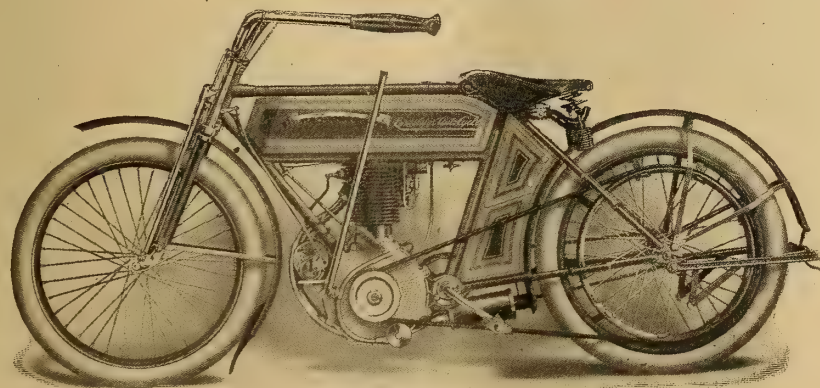
struction is relieved from all twisting strain in steering. The auxiliary fork is of heavy gauge tube fitted at the top with a forged bridge yoke with two horizontal arms ending in cylindrical plungers. These plungers enter the tubular portions of the main fork sides and rest between the upper or load carrying springs and the lighter check or recoil springs. A prominent feature of the Excelsior spring fork is the graduated springs to take up the slighter road irregularities and another pair, much stronger, to take up the more severe shocks and absolutely prevent positive stops or jars. The matter of rebound has been also thoroughly overcome by use of check springs below the plungers, thus absolutely eliminating road shocks and giving a soft, pliable velvet action that is noiseless and mechanically perfect. The entire combination makes a strong, flexible fork of safe and serviceable construction that is free from wear and consequently noiseless.

### HANDLE BARS

Another feature in a motorcycle is the handle bar, as on its positive reliability at all times depends the safety of the rider. The Excelsior handle bars are made of heavy gauge seamless steel tubing with a forged center for securing to the forks. Being positively secured to the fork sides as well as the stem, turning is impossible. The stock is sufficiently heavy and stiff enough to stand all ordinary strains without bending, but in the case of falls, will bend before breaking.

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## European Cycle Soldiers in Annual Maneuvers



Both Italy and France employ bicycles and motorcycles in their scheme of things military, and the folding bicycle for the soldiery has long been in use by both armies. The two upper pictures show Italian soldiers with bicycles in the Alps, which are threaded with magnificent military roads, enabling quick mobilization of infantry at strategic points. The lower pictures are of French cycle soldiery, the first showing how the folding bicycle appears for riding and the second a sham sortie.

#### Big Men to Help Good Roads Movement.

The work of securing good roads begun by the League of American Wheelmen, many years ago, and since pushed by bicycle, motorcycle and automobile associations throughout the country, has a new champion in the form of a national organization recently formed in Washington, D. C., and known as the American Association for Highway Improvement. Headquarters will be established at Washington, and the officers, board of directors and charter members are prominent men in their lines and socially. The officers are: President, L. W. Page, director of the U. S. Bureau of Public Roads; vice-president, W. C. Brown, president of the New York Central railroad; treasurer, Lee McClung, Treasurer of United States; secretary, J. R. Pennypacker; while the board of directors includes Chairman Louis Hill, the western railroad man; James McCrea, president of

the Pennsylvania railroad; H. W. Finley, president of the Southern railway; B. F. Yoakum, of the Rock Island System; L. W. Page and A. G. Spaulding.

#### Cycling for a Political Job.

Taking a method unusual in politics, Attorney John V. O'Brien, of New Haven, Conn., is making a tour of the state on a bicycle in the interest of his candidacy for the assistant clerkship of the house of representatives. He is optimistic over his chances, but says that no matter what the result may be he is glad that he entered the race, because his bicycle tour from town to town, seeing the political leaders, has shown him that "little old Connecticut is some state after all." He already has visited over 40 cities and towns.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

#### Bicycles for Corps of Women Nurses.

Emergency nurses mounted on bicycles are the most recent addition to the city hospital corps in Berlin, Germany. A corps of women nurses with bicycles is sent to the scene of any big accident at a moment's notice. With such speed do they get ready to go and so swiftly do they go when started, that often they arrive on the scene before the hospital ambulance. Many lives have been saved by their quick response to a hurry call for help. There is much that a nurse can do before the ambulance comes, and not infrequently the few moments gained by bicycle transportation means the saving of life. Each nurse wears a plain dark costume. There is a short skirt, a simple waist with white turn-over linen collar and cuffs, and a dark peaked cap with a triangle of stiff linen in front. The nurse carries her small first-aid, outfit under the saddle of the machine.





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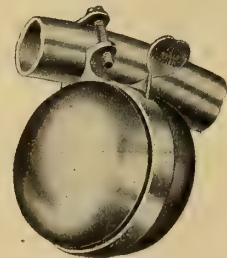
Specify New Departure coaster brakes on new wheels; purchase a few loose brakes from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



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Coaster Brake Licensors





## PATENTS.

962,369. Stand for Motorcycle. Albert Lundstrom, Omaha, Neb. Filed Oct. 30, 1909. Serial No. 525,436.

1. A device of the class described comprising a pair of independently operable clamping devices, each including two side members and bolts whereby said side members may be drawn together to clamp an object therebetween, and a pin or bolt whereby said clamping devices are connected together, said pin or bolt extending through one side member of each clamping device so that the said clamping devices are capable of independent movement about a common axis.

968,612. Spark Plug. Daniel M. Tuttle, Canasatota, N. Y. Filed Dec. 6, 1907. Serial No. 405,450.

1. A spark plug comprising two spark terminals insulated from each other and held a fixed distance apart forming an intervening air gap, a support extending across the air gap and spaced apart from both terminals, and an electric conductor encircling said support in line with and rotatable relatively to the terminals.

969,512. Dry Cell. Amos N. Barron, Cleveland, and Walter G. Waitt, Fremont, Ohio, assignors to National Carbon Company, Cleveland, Ohio, a Corporation of New Jersey. Filed March 26, 1910. Serial No. 551,668.

1. A dry cell comprising a zinc cup having a bibulous lining, a carbon electrode and battery mix tightly packed in the lined cell around the electrode, the said bibulous lining extending across the top of the mix, a disk of material resting upon the said bib-

ulous lining upon the top of the mix and surrounding the electrode, said disk comprising a top and bottom member of absorbent material, a corrugated member of absorbent material spacing them apart, and a seal in the cup on top of said disk.

966,454. Sledge. Julius Lichtenstein, Leipzig, Germany. Filed Nov. 3, 1908. Serial No. 460,960.

In a bicycle like driven sledge the combination of a crank shaft mounted in bearings of the frame, several levers pivotally fastened to said cranks, sliding pieces freely sliding on said levers, telescopically mounted tubes connecting said sliding pieces to the upper part of the frame, spiral spring surrounding said tubes adapted to continually press said levers against the floor, shoe like projections on said levers, located at their lower free ends, and detachable teeth fastened to the lower surface of said projections, substantially as described and for the purpose set forth.

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Dia. of Door, . . 4 in.  
Burns . . . 6 Hours  
Light, About 400 C.P.

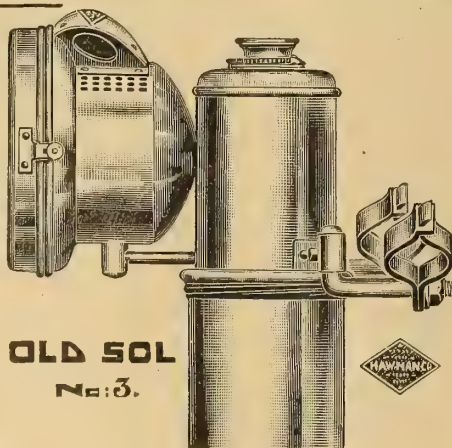
Price (LAMP \$4.00  
(BRACKETS, pair, 1.00)

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Chicopee Falls, Mass.

*Branches in Twenty Cities*

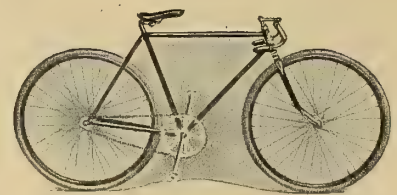
## AN EMBLEM IS A TYPE

according to Noah Webster, and although he did not know of the Emblem Bicycle he spoke truly for the EMBLEM is the TYPE of all that is best in bicycle manufacturing. It stands as a type of the best in material and manufacture, of the best, smoothest and easiest riding machine offered the public to-day and as a type of the best selling proposition in the line. In sanity and simplicity of design and strength, and in lightness and long life of the finished product, the Emblem stands preeminent. All things combine—design, experience, material and workmanship—to make the Emblem the "candy" proposition for the agent and dealer and the best thing on wheels for the cycling public.

THE EMBLEM MOTORCYCLE IS MAKING AS MANY FRIENDS AS THE EMBLEM BICYCLE AND BOTH ARE ESTABLISHING A HIGH REPUTATION FOR STABILITY AND DEPENDABILITY.

Get in touch with us, dealers, get our proposition and see what a good line you may handle. Drop us a line, riders, and let us tell you of the best machine on the road, from all sides of the question.

**It Will Not Take Long To Become Convinced**



### EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



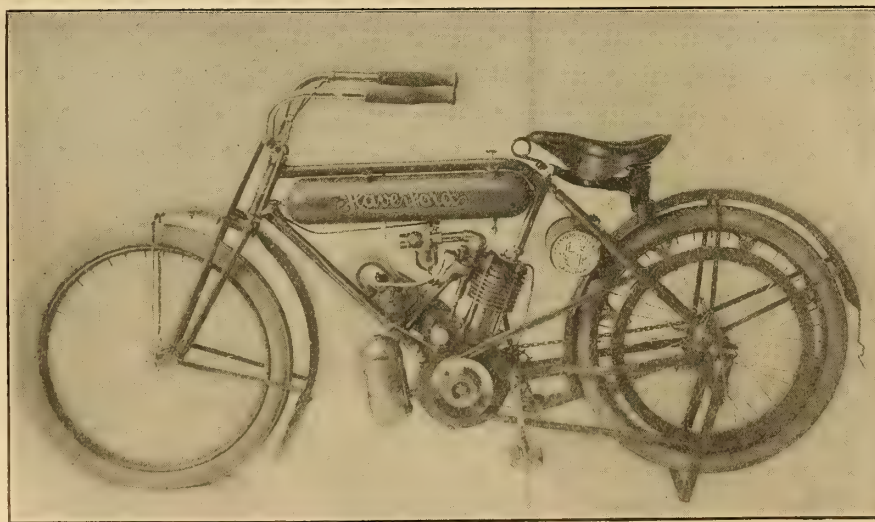
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==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

## THE HAVERFORD Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

**\$185**

Equipped with  
Bosch Magneto

Model H, Schebler Carburetor

Do you want to be a live agent  
or the satisfied owner?

Catalogue or agents selling proposition on request.

1911 MODEL <sup>Bosch</sup> Equipped NOW READY

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427 10th ST., N. W., WASHINGTON, D. C.

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## Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

**"Toledo"** Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our  
**HYGIENIC SPRING SEAT POST  
FOR JUVENILES?**

It is a great talking point for dealers.

*Better write for catalog today and investigate.*

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New York Office and Salesroom—381-383 Broadway, Cor. White St.

## Cost of Motoring Reduced

Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

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means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

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is worth something. When you buy our castings you can rest secure in the knowledge that you can absolutely depend on them.

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give the kind of service you demand.

The leading builders of bicycles and motorcycles will tell you from extensive experience that Diamond Chains are the right ones for silent, troubleless and durable transmissions.

Diamond Chains have kept abreast of every advance in metallurgy, tempering and machining methods. They are today eminently superior as when we originated the chain industry in America.

Insist upon Diamond when replacing old chain.

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For sale by all dealers and jobbers.

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Capacity 8,000,000 ft. per year.

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(Trade Mark, registered April 30, 1895.)

**NOTICE** Manufacturers of Bicycles,  
Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the  
Schrader Universal Valve**

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



PAT. JULY 19, 1898.  
JUNE 19, 1900-SEPT. 11, 1900-NOV. 12, 1900

SCHRADER UNIVERSAL VALVE



99-1



99-2



99-3



99-4

**SIMPLE AND  
ABSOLUTELY AIRTIGHT.**

Manufactured by

**A. SCHRADER'S SON, Inc.**

Established 1844.

**28-32 Rose Street  
NEW YORK, U. S. A.**



SCHRADER UNIVERSAL VALVE

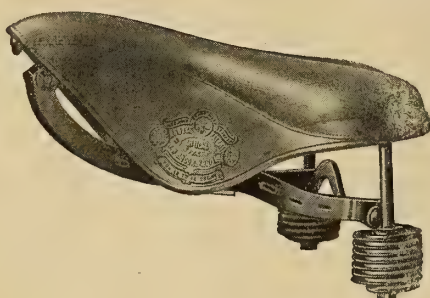
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## Here's a fact—

The original and  
only genuine  
compound-spring  
saddle is the **BROOKS**

and  
here's the saddle



- ¶ It is manufactured by the firm who, for the last three decades, has held premier position in the Saddle-making World.
- ¶ It possesses features which place it right apart from all other similar productions.
- ¶ It yields advantages which can never be acquired by possession of another make.
- ¶ The perfection of its design, construction and finish will appeal to every buyer, and—
- ¶ The name it bears will not only sell the Saddle, but prove a genuine assistance at all times in the bigger proposition—the selling of the Bicycle.

**That's why you should stock it.**

Sole Agents for Motor Saddles—The Hendee Manufacturing Co., Springfield, Mass.

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**J. B. BROOKS & CO., LTD.**  
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# N. S. U.

IN considering the best motorcycle for you and your requirements, remember that not only is the N. S. U. particularly famous for its ability to stand up indefinitely without the usual repairs and tinkering, but it has been equipped with

## A TWO-SPEED AND FREE ENGINE GEAR

for over 7 years—consequently you may expect only the best of satisfaction and service.

There's Nothing Experimental About the N. S. U.

*Write us before you buy unwisely.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street NEW YORK



## The KELLY ADJUSTABLE HANDLE BAR

meets the ever changing requirements of cycling. The Kelly adds value and comfort to the best bicycles.

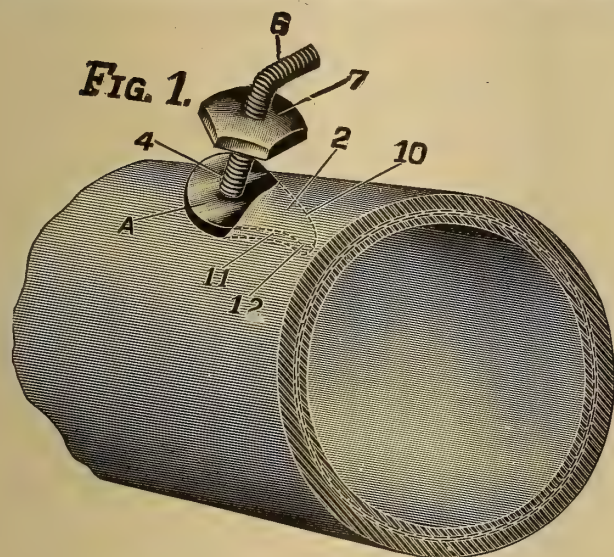
KELLY HANDLE BAR CO., Cleveland, O.



# Tucker Rims

## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO



## The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

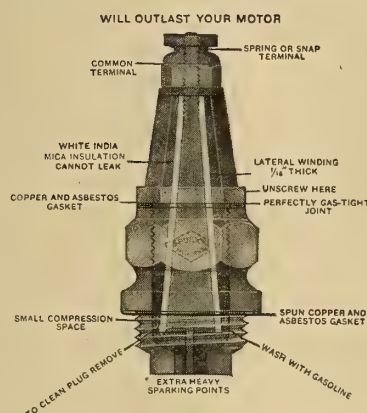
Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

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## SPLITDORF Motorcycle Plugs



On Eight  
Out of Nine  
Winners  
at the  
San Antonio  
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Used by the leading makers and riders because it is made expressly for motorcycle work and gives Perfect Ignition.

**C. F. SPLITDORF**

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Generator

## REAL Motorcycle Headlights

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

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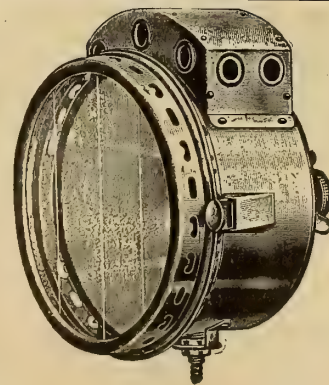
Two Sizes { No. 106—4 $\frac{1}{2}$  inches high; weighs 9 ounces. Price, \$3.00 each.  
No. 111—6 inches high; weighs 12 ounces. Price, 4.00 each.

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Three Sizes.. { No. 55B—5 $\frac{1}{2}$  inches high. Price each, \$3.25  
No. 54B—6 $\frac{1}{2}$  inches high. Price each, 4.00  
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We have an interesting proposition to dealers. Address Dept. B,

**THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK**



Searchlight



## WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

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**WHY NOT** send a copy of the Bicycling World's Annual Spring Number to your friend? Striking cover design in colors; contains 120 pages; scores of bully pictures of both bicycle and motorcycle scenes; lots of stimulating and entertaining reading matter, including illustrations and summarized descriptions of the 1910 bicycles and motorcycles. Ten cents, postpaid, to any address. BICYCLING WORLD CO., 154 Nassau St., New York.



### The WALD Tube Deflator

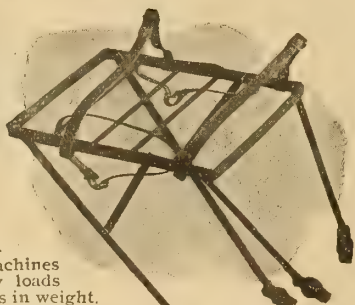
Bicycle, Motorcycle and Automobile Tires saves time and dozens of valve springs; don't be without one. Sold by jobbers. WALD MFG. CO., Sheboygan, Wis.

## THE STAR LUGGAGE CARRIER

for Motorcycles and Bicycles

It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance. \$3.50—Special discounts to dealers.



STAR ELECTRIC CO.  
Manufacturers  
18 N. May Street  
CHICAGO, ILL.

## Who

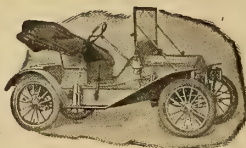
would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



## Star Ball Retainers

WHO? Tell Us

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 36, Germany



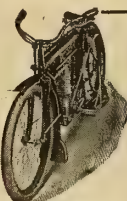
### Metz Runabout

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

\$485

We want live, progressive dealers everywhere.

METZ COMPANY, Waltham, Mass.



### American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

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## Special Stampings FROM SHEET METAL

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Prompt and complete shipments

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Jobbers of BICYCLES and SUNDRIES  
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of

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for any MOTORCYCLE—Assures Right of Way

Made of Brass \$4.00 Complete  
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Nickel plated, \$1.00 extra

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Only Good Ones

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## MICHIGAN ROCK MAPLE RIMS —None Better

Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

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interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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Parts, Repairs, Accessories and Storage.  
Complete Power Repair Shop and Experienced Men.  
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**ROYAL PIONEER MOTORCYCLES.**  
Eclipse Free-Engine Pulleys and Racycle Bicycles.  
Full Line of Parts and Accessories.

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Expert Repairing, Storing. Spare parts for all makes  
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Agency for Indian, Thor and R-S.  
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## HIGH GRADE

wheels must have  
the best equipments

There is nothing that gives more value for the  
money than the use of the

MORSE TWIN  
ROLLER CHAIN

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

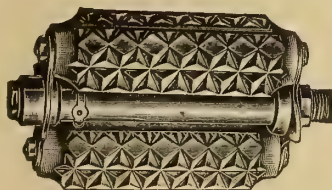
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BEAN  
CHAIN TOOL  
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Will easily remove  
rivets like this.  
See that extra sec-  
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Adapted for any Motor-cycle Chain.  
We have the only Patent for this  
Tool, beware of infringing articles.  
Write for circular and prices.

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STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

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We Buy Right and We Sell Right.  
**FOUR STORES.**  
Get our catalogue of bicycles and bicycle goods.  
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## CAVALRY AND STANDARD

## Motorcycle Saddles

with Fibre Friction Shock Absorber, are  
Superior.

SEND for list of bargains previous to our  
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We Make a Specially  
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**HYDRAULIC-PRESSED STEEL CO.**  
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BICYCLE AND MOTORCYCLE  
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ABBOTT & BAILEY, Sales Agents  
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Every Live Dealer Sells  
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Whether for bicycles or motorcycles they always are  
in demand, and not to carry a stock of them is to lose  
business. Duckworth Chains are the standard.  
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BICYCLE LUGGAGE  
CARRIER

Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
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is popular. Write for Prices.

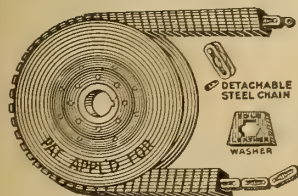
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## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

**Collapsible Funnel** for chamomising gasoline and filling motorcycle  
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clean. Size collapsed, 3-1-4 x 11-4 inches. Price 75c. (including postage).

**C. F. FAUPEL, 415 Dearborn Street, CHICAGO**





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## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

## We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

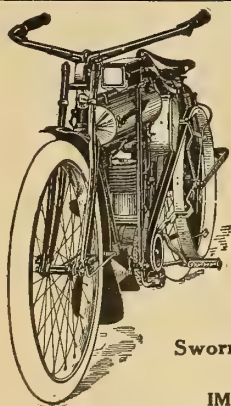
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## The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

BADGER BRASS MANUFACTURING CO.  
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## The Ever - Consistent Yale

Nichols, one of the three Yale riders in the 350 mile Endurance Contest held by the New Jersey Motorcycle Club, May 30-31, 1910, won the Silver Trophy Cup for the most CONSISTENT PERFORMANCE of the 50 contestants.

The Yale team—as usual—achieved a clean score.

<b>3 1/2 H.P.</b>	<b>YALE</b>	<b>6 1/2 H.P.</b>
Single Cylinder		Twin Cylinder
\$200 F.O.B. Toledo		\$300 F.O.B. Toledo

The long stroke motor, specially heat-treated cylinder ground to .001 of an inch, made these feats possible. All Yale motors are stock motors.

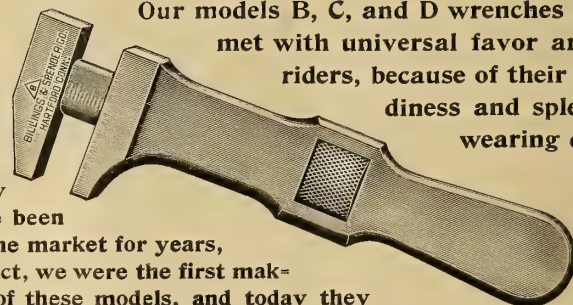
**RIDE A YALE—THEY NEVER FAIL**

Sworn statement of average upkeep cost in 1909 for all repairs—29c.

IMMEDIATE DELIVERIES—Write for Booklet Today.

THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, Ohio, U.S.A.

Our models B, C, and D wrenches have met with universal favor among riders, because of their hardiness and splendid wearing qualities.



They have been on the market for years, in fact, we were the first makers of these models, and today they are as popular as ever. Ask any experienced rider what wrench he uses. Get our catalog.

THE BILLINGS & SPENCER CO., Hartford Conn.

# RELIANCE Motorcycles

Get catalogue and prices.

**Reliance Motorcycle Co.**  
Owego, Tioga Co., N. Y.

## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
25c.



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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

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# Our New Style 1911 Product



**NEW** Pinching and Crimping of  
**FLAP** Tube Entirely Eliminated

**KOKOMO RUBBER COMPANY**

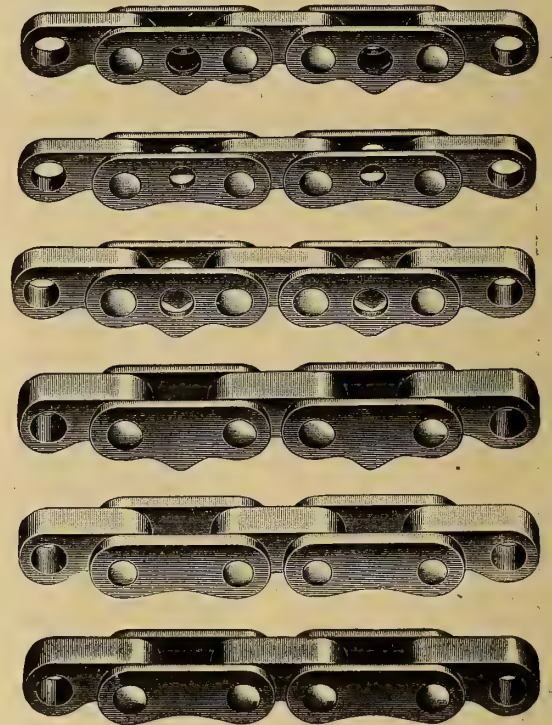
Kokomo, Ind., U. S. A.



**"Whitney" Chains  
Are Built for Strains.**

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**"WHITNEY"  
CHAINS  
FOR BICYCLES**



**"WHITNEY"  
MOTORCYCLE  
CHAINS**

Did you ever stop to consider what a prominent and essential part of the bicycle and motorcycle the chain really is?

Think it over.

We make chains that are right and we make them from the right kind of material and that is why so many of the leading makers use "Whitney" Chains.

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# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.





Made smooth tread only.



Made smooth or raised corrugated tread. Lace, raised smooth or Bailey if ordered.



Made smooth or medium corrugated tread. Lace or Bailey if ordered.



Made raised tread only.



Made smooth tread only.



Made raised tread only.

# Diamond Bicycle TIRES

T H A T   G I V E

## The User Tire Mileage

WHAT HE PAYS FOR  
AND WHAT WE SELL

**The Diamond Rubber Co.**  
**AKRON - - - OHIO**

TIRE MILEAGE DETAILS  
AND PRICES ON REQUEST



Made regular corrugated tread. Lace or smooth if ordered.



Made smooth tread only.



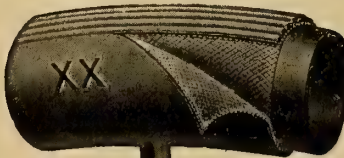
Made coarse corrugated tread. Lace or Bailey if ordered.



Made smooth or fine corrugated tread. Lace if ordered.



Made smooth tread only.



Made smooth, coarse corrugated or lace tread.

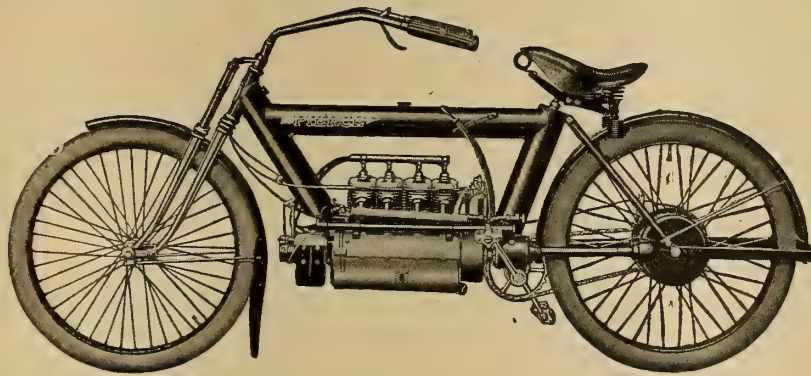


It's time to place orders for

# PIERCE

## Vibrationless Motorcycles

SINGLE  
CYLINDER



FOUR  
CYLINDER



The Pierce Arrow is always the trade mark of exclusive quality and never more so than for 1911. Pierce products give greater returns for one's investment than any other motorcycle on the market. You pay nothing for the Pierce name, reputation or factory facilities.

We offer two superb models: the single and the four cylinder. Both are well known to the trade because of previous years on the market, but it is an impressive fact that never before did our models fulfil and satisfy the demands of the most exacting motorcyclist under all conceivable road conditions as do the 1911 models.

### THE PIERCE SINGLE

for 1911 stands ahead of all single cylinder competition in the vital elements of speed, hill-climbing, easy riding, durability and numerous "advanced" features of design.

### THE FOUR CYLINDER

is strictly in a class of its own and is the finest motor vehicle on two wheels, offering to the rider all that modern skill and ingenuity can devise.

Our 1911 complete motorcycle catalog "A" should be in the hands of every one interested in motorcycling. Write for it now.

Dealers should inquire for our exceptional proposition

"THE AGENCY THAT PAYS"

**THE PIERCE CYCLE COMPANY, Buffalo, N. Y.**

Pacific Coast Branch, Oakland, Cal.



# FISK *Quality* BICYCLE TIRES

WOULDN'T the advice of six of the greatest wheel manufacturers be valuable to you in the solution of your tire equipment problem?

By adopting Fisk Bicycle Tires as standard equipment, the Iver Johnson, Pierce, Pope, Snell and Yale Companies have given their advice to every wheelman in the most practical form.

Write for illustrated booklet showing over a dozen styles and grades. Each type is the best that money can buy either in a high-grade or low-priced bicycle tire.

*Dealers should write for particulars of the complete Fisk line*

**"Quality—  
Not Quantity"**

**THE FISK RUBBER COMPANY**  
Department E  
Chicopee Falls, Mass.

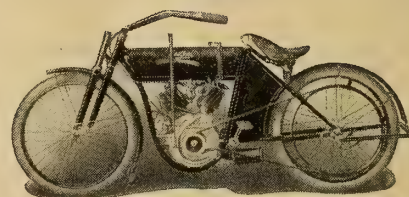
*Branches in Twenty Cities*

## An "Emblem" for Christmas An Emblem of Christmas

The Emblem motorcycle will be a source of pleasure throughout the entire year to its owner and the results in profit and health are always on the credit side of the ledger. The old rule of "first come first served" applies both in Emblem deliveries and in placing agencies.

MADE IN 4 AND 5 HORSEPOWER SINGLE AND 7 HORSEPOWER TWIN. IN DESIGN AND REFINEMENT THE EMBLEM IS A LEADER.

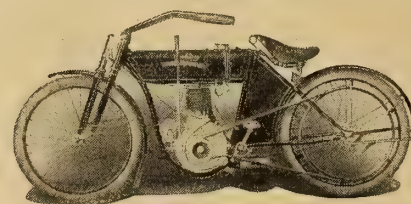
THE EMBLEM MOTORCYCLE IS AMPLY SUSTAINING THE ENVIABLE REPUTATION EARNED AND MAINTAINED BY THE EMBLEM BICYCLE. BOTH STAND PREEMINENT IN THEIR FIELD.



### EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

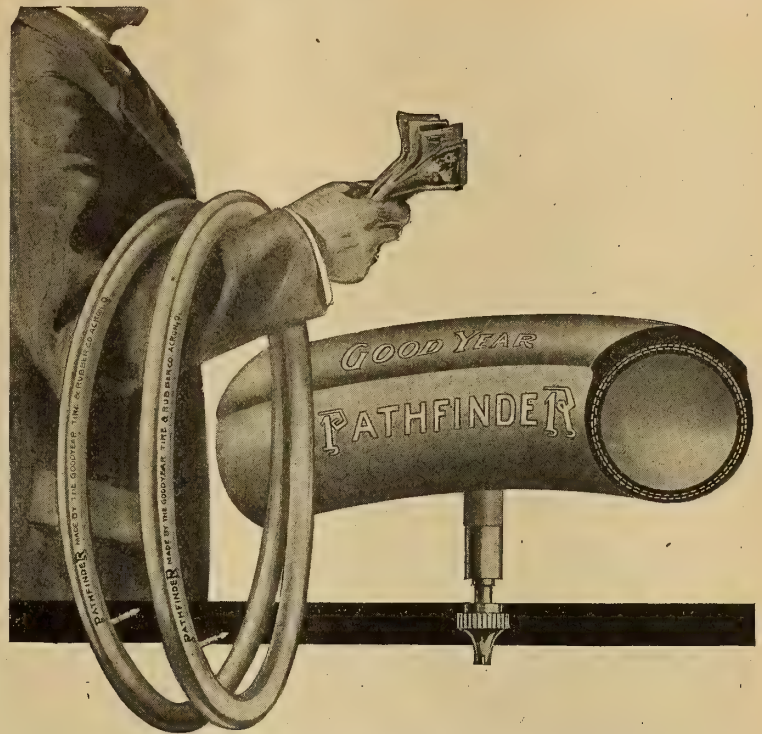
## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

### PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzell, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San



## You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would

pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Many dealers—in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter today.

## The Goodyear Tire & Rubber Company

Moal Street, Akron, Ohio

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 355 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.



## Steering is not the only function of the handle bar!

☞ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



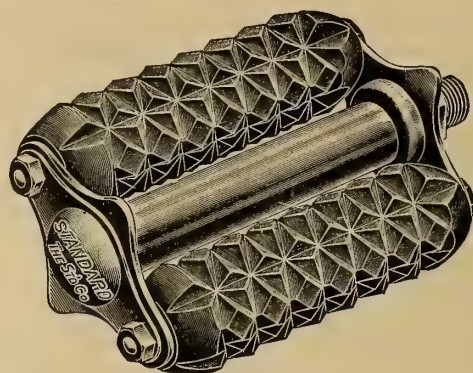
## The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

☞ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

**Kelly Handle Bar Co.**  
CLEVELAND, OHIO

## This is the pedal you want for your motorcycle.



## No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

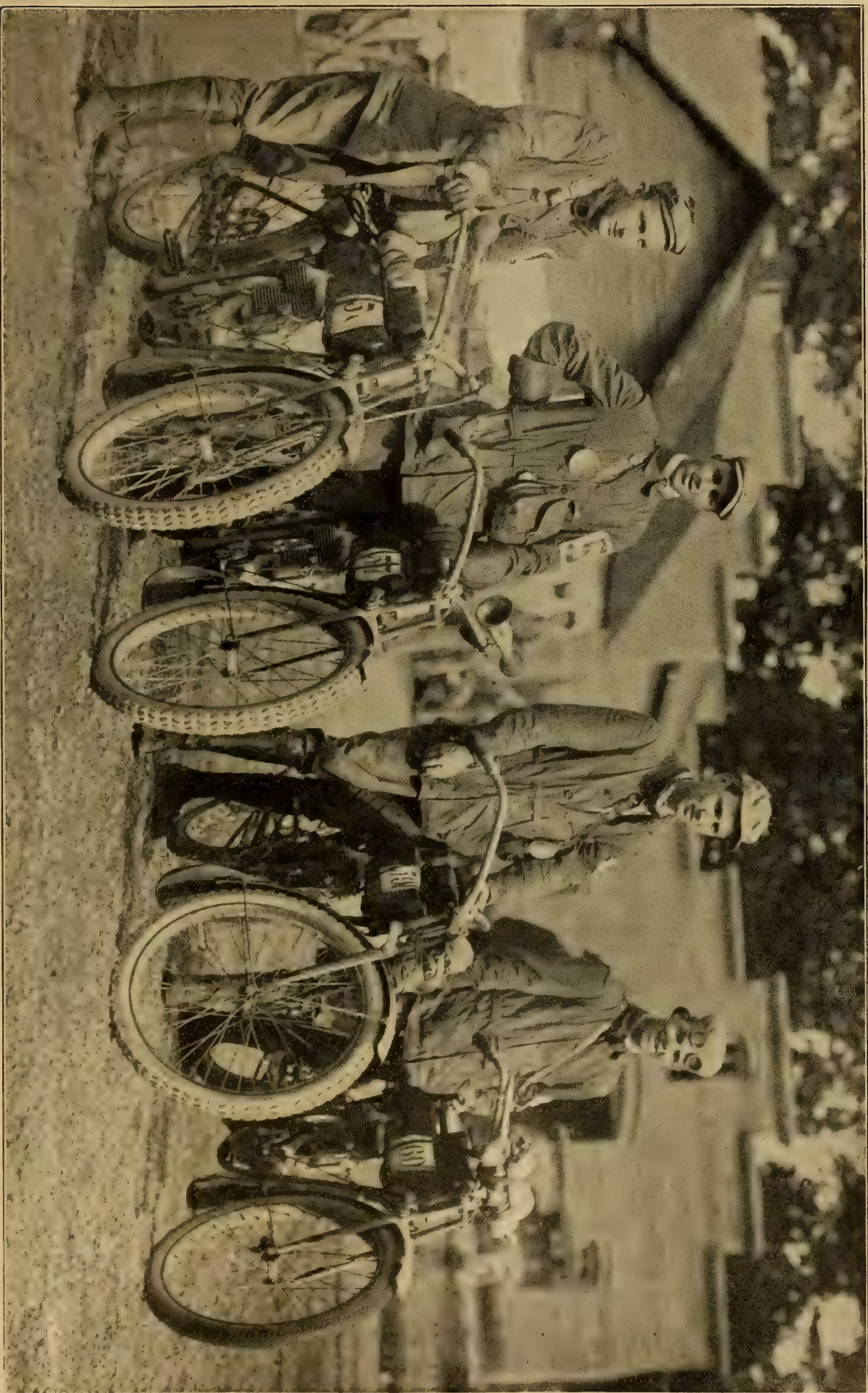
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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT





THE man who buys a *Thor* Motorcycle gets that quality that makes good where others fail. 125 started in the F. A. M. National Run. All others failed but the *Thor*. It secured the only perfect scores.

1911 MODELS NOW BEING DELIVERED

AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., Chicago, Ill.



"Quality Means Economy—Racycle Means Both"

## WHICH DO YOU PREFER?

To walk, and push your motorcycle up the hill, or  
Ride up the hill on a 1911 Racycle with Free Engine Clutch?

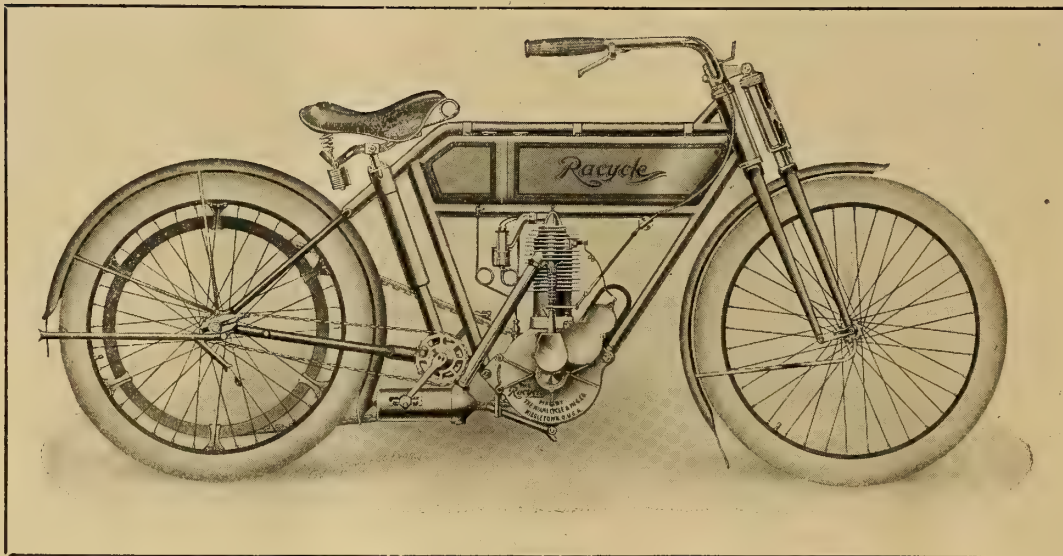
Would you prefer to jolt yourself half to death over rough country roads or city cobble stones on an ordinary motorcycle, or

Would you rather ride smoothly along without jolt or jar on the improved 1911 Racycle Spring Seat Post?

Flat Belt  
with Idler

Battery or  
Magneto

Spring Seat  
Post



V Belt with  
Free Engine

Ball Bearing  
Engine

Musselman  
Brake

## The 1911 Racycle Costs You No More

with these comforts and conveniences than an ordinary motorcycle does without them. Don't buy an ordinary motorcycle and then regret it or try to trade it off, but get the up-to-date, easy starting and easy riding Racycle and you will always have the laugh on the other fellow.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

We will be glad to see you at our exhibit at the New York Automobile Show, January 16th - 21st, Space 706, Balcony

**THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio**

Members M. M. A.

### DISTRIBUTORS:

F. M. JONES  
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1150 Jackson Blvd., Chicago, Ill.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, December 10, 1910.

No. 12

## CHICAGO SHOW ALLOTMENTS MADE

**Motorcycle Section Spaces Are Apportioned at Meeting in New York—Imposing Exhibition Is Promised.**

Allotment of space for the motorcycle section of the Chicago automobile show, February 6 to 11, took place at the headquarters of the National Association of Automobile Manufacturers on Wednesday, 6th inst. The allotment was conducted by the show committee of the Motorcycle Manufacturers' Association, working in harmony with the show committee and management of the N. A. A. M., under the auspices of which the Chicago show is given.

Diagrams and final arrangements for the closing of the contracts are being completed this week, when each of the exhibitors will be informed as to exactly what space has been allotted to him. According to representatives of the show committee of the Motorcycle Manufacturers' Association, the motorcycle show at Chicago will quite overtop anything of the sort previously given in the Windy City.

### Field Leaves Hartford Rubber.

Harry E. Field, vice-president and general sales manager of the Hartford Rubber Works Co., Hartford, Conn., has resigned to become president of the Rambler Automobile Co. of New York, the Eastern distributor for the Thomas B. Jeffery Co. of Kenosha, Wis. His resignation becomes effective on January 1. Field has been identified with the Hartford Rubber Works Co. for some six years, and has traveled from Maine to California in the company's interests, so that he is widely known. The company's officials are free in their

expressions of good will and regret that he is to go elsewhere.

### Launch Jobbing Business in Buffalo.

The Cycle and Auto Supply Co., of Buffalo, N. Y., has taken a location at 342 Genesee street, and purposes doing an exclusively jobbing business in bicycle, motorcycle and automobile supplies. It has made application for a place on the official jobbers' list. A brick building, 125 x 25 feet, is the company's home, and the concern will commence active business about the first of the year.

### Baker Opens an Uptown Branch.

F. A. Baker & Co., 10 Warren street, New York City, the well known bicycle and motorcycle jobbers, are preparing to establish an uptown branch at 2142 Broadway, near 74th street. H. F. Bidwell will manage the new store. In addition to handling the regular uptown Indian motorcycle sales, the branch is to give special attention to the marketing of Indian motor vans for light delivery.

### Succeed to Johnsons in Pittsburg.

A. G. Schmidt and Hugh McK. Payne, of Pittsburg, Pa., have bought out the interests of L. M. & P. L. Johnson, and will continue the business at 106 Whitfield street, under the old name of the Motorcycle Exchange. The new proprietors are "old timers" in the business, and promise to give the Indian line a vigorous and able representation.

### Takes Indian for Philadelphia.

The Philadelphia agency for Indian motorcycles has been taken by George S. Maslen, who purposes undertaking the sale of the machines on a large scale, with adequate salesroom, repair and garage facilities. Maslen has for some time been handling the Indian in Hartford, Conn.

## READING STANDARD TO BE READY

**Money and Materials in Plenty Available Following Reorganization Project—Factory Busy on Production.**

Ready money having been made available because of the radical reorganization plan that is to bring the concern out of its difficulties, the Reading Standard Co., of Reading, Pa., once again is under good headway in manufacturing motorcycles and bicycles for the coming season, and the prospects are that none of the established R-S agents will have cause to be disappointed in deliveries. Not only are parts and materials arriving at the factory in ample quantities, but actual manufacturing has been resumed on a scale that promises substantial production in plenty of time to take advantage of the 1911 market.

The reorganization plan, which, as previously explained, provides that the creditors are to take preferred stock for their claims in order that the company may be free from debt and may have its receivership lifted, has been approved by over 95 per cent. of the creditors, assuring the carrying through of the new order of things, with the board of directors made up of the representatives of the largest creditors. The few creditors who have not as yet acceded to the reorganization terms do not have claims of sufficient amount effectually to oppose the plan.

### Meiselbach Incorporates at \$20,000.

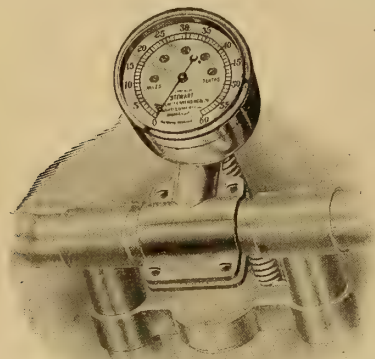
The A. D. Meiselbach Bicycle Co., of North Milwaukee, Wis., has been incorporated, with \$20,000. The incorporators are A. D. Meiselbach, J. M. Thornton and C. O. Chapline.



## SPRING BELT FOR STEWART DRIVE

Speedometer for Motorcycles Reveals Novel Transmission—Compensates Fork Play—Magnetic Operation.

One of the most difficult problems to be solved in connection with the manufacturing of a motorcycle speedometer is the method of driving the instrument, and in seeking a satisfactory system of front wheel drive for the Stewart motorcycle speedometer, the Stewart & Clark Mfg. Co.,

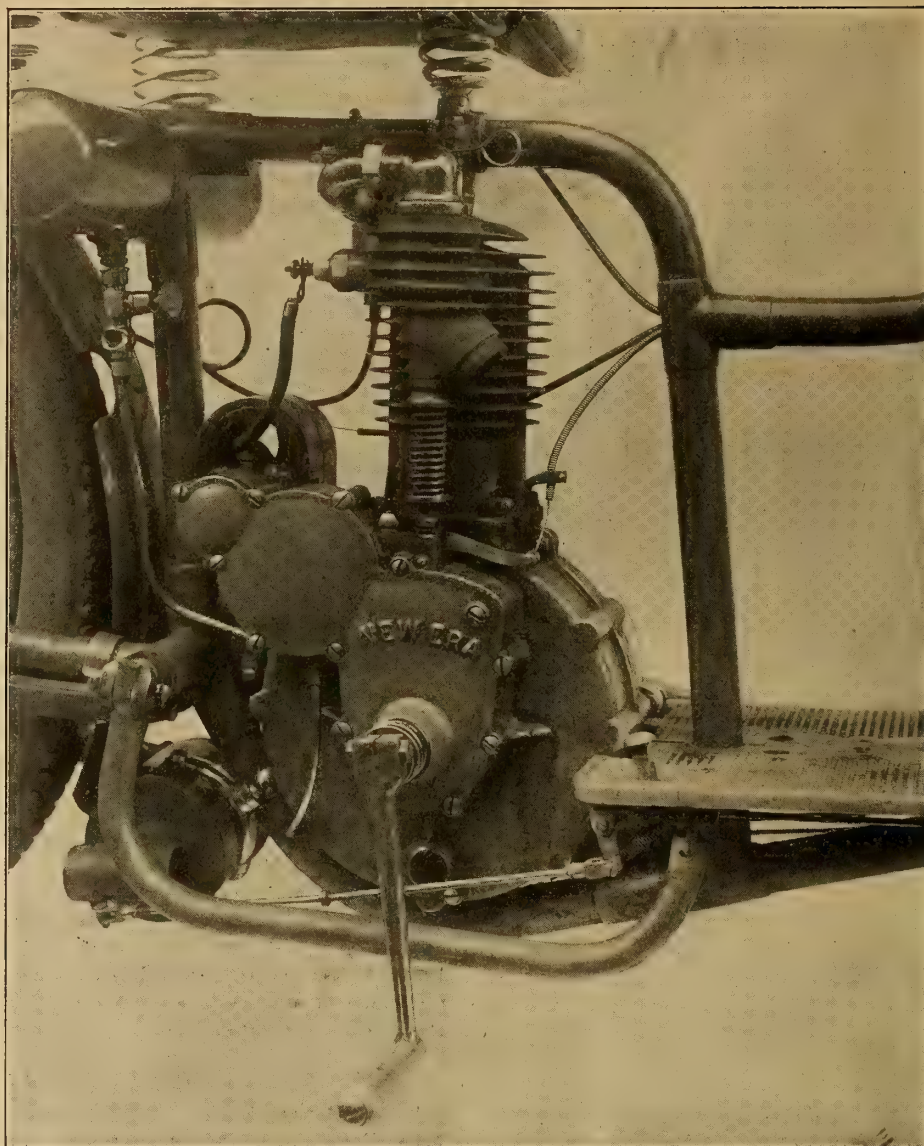


Chicago, Ill., took a leaf from automobile makers and adopted the grooved pulley and spring belt transmission such as is used to operate radiator fans on motor cars. In the upper illustration the instrument is shown complete, attached to a motorcycle, giving a clear idea of the driving system. A grooved pulley of large size is mounted on the wheel, and on the fork side is fastened a smaller pulley connected direct to the instrument by enclosed bevel gears and a flexible telescoping shaft. The



two pulleys are driven by a spring wire belt, which readily adjusts itself to any movement of the front wheel or fork. In addition to the belt drive, the incorporating of the telescoping feature in the shaft above the small pulley takes care of the upward movement of the wheel, thus compensating for any slackness in the shaft. In the lower illustration, the speedometer is shown attached to the handlebar between the double stems, where it is well protected. It will be noticed that the dial is open. It is 2½ inches in diameter, making it easily read at all speeds without confusion. It indi-

## INTIMATE VIEW OF NEW ERA'S POWER PLANT MECHANISM.



A starting crank instead of pedals is used on the New Era Auto-Cycle, made by the New Era Auto-Cycle Co., Dayton, O. Free engine clutch mechanism with the two-speed device makes the cranking method possible.

cates to 60 miles and has an odometer for registering the total mileage up to 10,000 miles. The instrument, which sells for \$15, is of the magnetic type, with temperature compensator, and by reason of the unusually flexible drive is said to be accurate and steady at all speeds. When the removal of the front wheel becomes necessary, the instrument is disconnected simply by slipping the belt off the pulleys, and there are no gear adjustments to be taken care of when the wheel is replaced. One of its attractive features is the five years guarantee covering everything except misuse.

### Cycle Exports Show Big Gains.

Exportation of American bicycles shows a decided strengthening for the month of October, 1910, shipments to the value of \$47,253 being made as against \$34,805 for the corresponding month in 1909, while for the ten months ending October, 1910, goods to the value of \$592,034 were shipped,

this being considerable in excess of the \$584,214 value exported for the corresponding period of 1909.

### England Building 600,000 Bicycles.

Returning from abroad, Benjamin Briscoe, president of the United States Motor Co., a merger of large automobile manufacturing companies, reports that the bicycle industry in Great Britain is in a thriving condition. From authoritative figures he learned that there will be no less than 600,000 bicycles built in England during the coming year.

### Bretz Moves to a New Location.

The J. S. Bretz Co., of New York City, importing Bowden wire mechanism, German steel balls, magnetos and other foreign specialties, has changed its address. From Columbus Circle the company has moved its headquarters to Motor Hall, 250 West 54th street.



## RADICAL MOTORCYCLE ENGINE

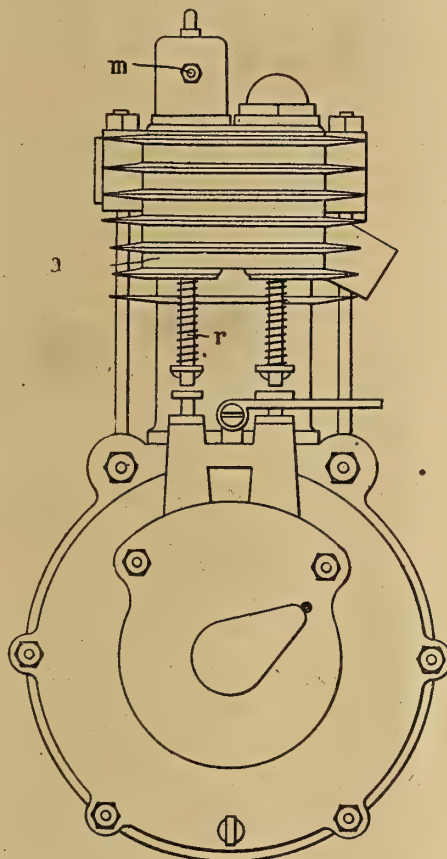
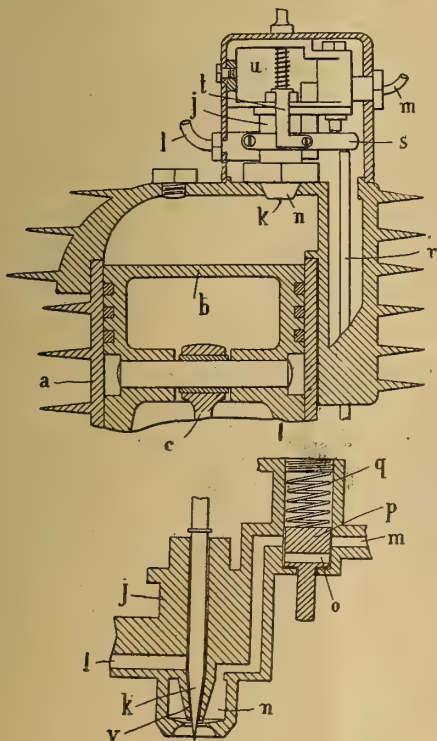
### Two-Cycle Power Plant With Pneumatic Carbureter—Novel Features of Its Design and Operation.

While the use of the two-cycle engine for motorcycle work is not entirely new in this country, the two-cycle motor invented by M. Louis Chabaud, of Paris, France, possesses some novel features which serve to lift it above the ordinary level of inventions of this character intended for motorcycle application. The new motor consists of a cylinder with mechanical valves and a carbureter in which vaporization of the fuel is obtained by the admission of compressed air. The unvaporized fuel and the compressed air utilized in vaporizing enter the cylinder port together by means of a valve stem, which takes the place of the ordinary admission valve.

Such a motor is shown in the accompanying illustrations. In the cylinder (a) moves the piston (b) joined with the connecting rod (c) to the flywheels (d-d') which are mounted upon the shafts (e-e'). The shaft (e) carries the driving pulley (f), while the other shaft (e') carries the disk (g) on which are mounted the projections (h and h'), one of them actuating the cam

(l). The air necessary for carburation enters through a passage (m) coming from the compressed air reservoir, and in order to reach the mixing chamber it must pass through the opening (o) in the piston (p) upon which latter the helical spring (q) presses.

Both the needle valve (k) and the piston (p) are actuated upon by the same cam face, which strikes the rod (r). This rod when rising rocks the arm (s) and with it the square (t). The arm (s) lifts the pis-



ton (p) sufficiently to allow compressed air from the reservoir to pass, while at the same time the needle valve (k) is raised by the square (t), permitting ingress of fuel through the nozzle (v) into the mixing chamber (n). The compressed air vaporizes the fuel and the mixture enters the cylinder head above the piston (b) where it is ignited by the spark.

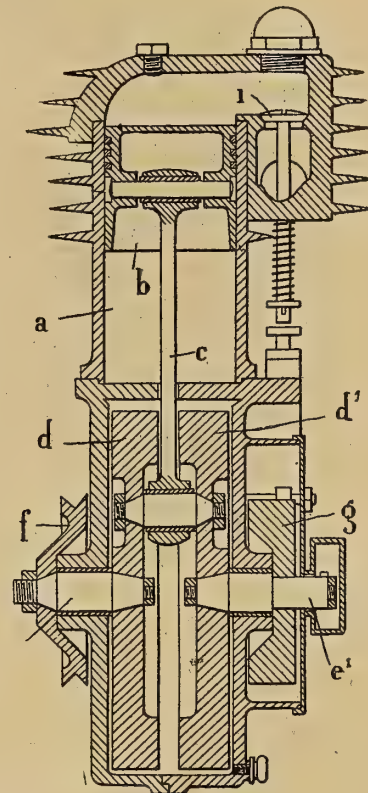
After the explosion the products of combustion are expelled by the piston (b) on its return. Before, however, the piston has reached the highest point, the exhaust valve (i) closes, while the vaporized mixture of gas and air is admitted during the short time that the piston reaches and passes the highest point. Ignition takes place as soon as the piston starts on the downward movement.

The compressed air necessary for this two-cycle engine may be carried in a separate steel bottle, or it may be produced by the motor itself by means of a pump, and admitted to the carbureter in the state of compression best suited for the purpose of carburation.

## CHAINS FOR CARBON DEPOSIT

### Inserted in the Cylinder, They Cut Carbon Without Dismounting—Action of Rapid Tumbling.

For removing carbon without dismantling the cylinders and heads, there have been devised methods innumerable, some with more or less virtue and most with none at all. Some of the methods recom-



mended really are injurious to the engine. None of these short cuts are quite equal to removing the cylinders and heads and scraping off the carbon, but a very good method, which will chase out considerable carbon, is to procure a dish washing chain at a department or notion store, cut it into sections two or three inches square and put a piece in each cylinder, after which the engine should be run for a few minutes on the road. It is not good to run it on the stand over half a minute. The chain is made of soft metal, which cannot injure the engine, and the rapid tumbling, about in the cylinder will loosen considerable of the carbon, which will be blown out through the exhaust. A still better way is to put a cupful of kerosene in each cylinder, to let it stand over night to soften the carbon, then to turn the engine over a few times until most of it is blown out, and after that insert the chain and run the engine for a short time. The chain will do its work still better under these conditions and will remove more of the carbon deposit.

of the exhaust valve (i), the other controlling the admission valve. This shaft also carries the means of controlling the ignition in the cylinder.

The carbureter consists of a solid block (j) pierced by a channel for the needle valve (k) which controls the admission of fuel from the tank, through the conduit



**N**OT everybody knows how complete and well rounded out is the

# CORBIN

line of cycle and motorcycle hub accessories. For this reason let us again point out that the line includes:

Motorcycle Duplex Band Brake  
 Motorcycle Duplex Coaster Brake  
 Motorcycle Front Hub with Knock-out Axle  
 Two-Speed Coaster Brake for Bicycles  
 Duplex Coaster Brake for Bicycles  
 Front Hub for Bicycles  
 Rear Hub for Bicycles

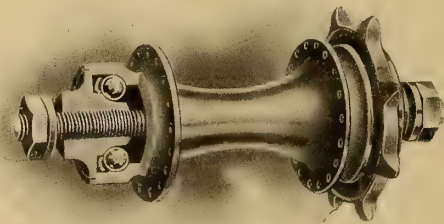
Each of these bears the CORBIN name and is therefore of CORBIN excellence in workmanship and design. Here, for instance, are two selections from the line:

CORBIN FRONT HUB



Sells for \$1 and is known as Model 16. Supplied with 32 and 36 spoke holes. The length over all outside of cones is 3 11-32 inches.

CORBIN REAR HUB



This rear hub sells for \$1.75 and is styled Model 26. Its length over all outside of cones is 4 3-8 inches. Spoke holes, 32, 36 and 40. Plenty of option in chain line and sprocket.

## CORBIN SCREW CORPORATION

NEW BRITAIN  
CONNECTICUT

Licensed Coaster Brake Manufacturers.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

**BICYCLING WORLD COMPANY**

154 Nassau Street

New York, N. Y.

Joseph Goodman, President. R. G. Betts, Treasurer.  
F. W. Roche, Secretary

TELEPHONE, 2652 BEEKMAN

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, DECEMBER 10, 1910.

## Prompt Turnover to Save Money.

Many dealers do not seem to realize the fact that one of the essential secrets of business success is in turning over the stock as frequently as possible. Stock which is allowed to lie in showcases and racks for months and even years before it is moved becomes out of date, shopworn and sometimes deteriorates in quality, as in the case of cement, rubber goods and the like, and when old stock finally is moved there always is a loss which could have been avoided if the goods had been disposed of while new and fresh.

Accessories are a most common source of loss to many dealers who accumulate large quantities of "fixin's" and neglect to dispose of them quickly. It is not difficult to find stores where a varied assortment of lamps, horns, tools, plugs and other sundries are scattered about a show case in a conglomerate mass. Sometimes they have lain there so long that they have become dusty and tarnished and are not saleable unless they are cleaned up and polished, which takes time.

Where it is found that certain goods do not sell well or very slowly it is best to put a low price on them and make special

efforts to clear them out rather than hold them months longer in the hope of getting the list price. The longer such stock is held, the more it depreciates and the more difficult it becomes to sell without considerable loss. Attractive window and show case displays of clean fresh goods are important adjuncts to the sale of accessories, and the oftener the window display is changed the better. If passers-by find that there is something new to be seen in a window every day or so they get the habit of stopping regularly to look, but if they see the same goods week after week they never think of stopping regularly. And this attracting of the passer-by to the window often results in converting him into a customer and bringing him in to buy.

Another good way to keep accessories moving is to make a practice of calling customers attention to new goods and suggesting desirable articles to them. This plan can be made very successful with motorcyclists, who always are looking for something new, and to whom a successful appeal easily can be made quite frequently by a proper presentation of the article.

## Professionalizing the Trade Rider.

Motorcycle racing during the past season has shown that the three-division scheme, by which riders are divided into private owner, trade rider and professional classes, is not an entire success. No scheme of division can be devised that does not require hard work and vigilance to keep riders in their proper classes; but the creation of the trade rider class in the amateur ranks has complicated rather than simplified the situation.

With correct instinct the public in general has not thought of the trade rider as an amateur but as a professional, despite the fact that, according to the technical classification, the trade rider comes under the amateur heading. As a matter of fact, no small proportion of the trade riders have been essentially professional, in that their riding brought them money rewards, although the prizes actually hung up by the promoters may not have been in money. In spirit they were entirely professional, and many of them would have turned professional except for the fact that they found somewhat easier picking in the trade rider class than in going against the recognized top-notch riders in the professional ranks, or because they felt a reluctance to let strong rivals remain in undisputed posses-

sion of premier positions in the trade rider class.

It now is proposed in F. A. M. circles to classify trade riders as professionals, and to reserve the amateur status to private owners who can establish the fact that they receive no aid or material assistance from factories, dealers or promoters. In fact, it is suggested the burden of proof as to eligibility in the private owners or amateur class be put on the riders themselves, making them show that their title to amateur classification is clear and that they have no trade connections.

As a matter of fact, the more difficult it can be made even for a bona fide private owner to become an amateur racer the better it will be for the true amateurs, not only in lessening their burden of disguised professional competition, but in making it difficult for them to race at all. The private owner who indulges in track racing to any extent is little short of a fool who racks his machine, risks his neck and is put to an expense out of all proportion to the glory he may receive. In an endurance contest, where quite as much depends on the man as on the machine, the real private owner may have a legitimate opportunity to distinguish himself, but only at a price of expense and hardship that seems altogether too big for mere personal triumph.

A return to a simple division of riders into two classes—professional and amateur—is desirable. There may be some injustice in making a professional of every rider who goes into competition while having a business connection with the trade, but this defect in the proposed changes is offset by the very practical and larger benefits of drawing distinct demarcations between classes, with no hazy, elastic middle divisions.

In the matter of riding clothes few motorcyclists are as economical as they might be. For wet weather use there is nothing superior to oil-skins which are universally used by motor boat crews. Their one fault is that they do not look dressy, but they will keep out rain and mud better than the hosts of special waterproofed goods costing five or six times as much. Similarly a pair of furred boots are little if any warmer than a pair of ordinary snow overshoes or arctics. A duster of linen for dry weather and a suit of oilskins, a pair of arctics and a pair of waterproof gloves will provide the rider of moderate means with a good outfit for all weathers and seasons.



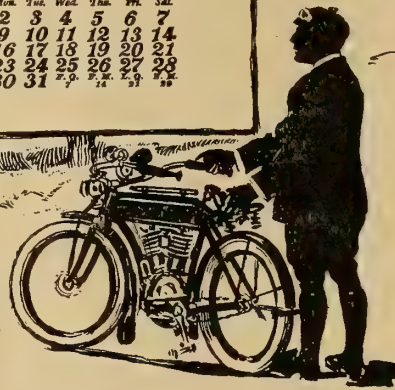
# Coming Events

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## 1911 January 1911

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



December 11, New York City—New York Motorcycle Club's fourth quarterly trial, Poughkeepsie and return; second running.

December 18, New York City—Superior Wheelmen of New York's 15 miles club championship.

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

December 31, Buffalo, N. Y.—Seventy-fourth Regiment games and bicycle races in armory.

January 1, Newark, N. J.—Sociability run of New Jersey Motorcycle Club to Dover, N. J.

January 1, Cleveland, O.—Cleveland Motorcycle Club's reliability run to Akron and return, 100 miles.

January 12, New York City—Cycle Parts and Accessories Association winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

### Sand Tests for Club Competitions.

Every machine has its own particular forte or sphere where it does its best work, which is to say that one machine may be fast on a hill, but poor for level racing, economy, slow speed or some other test. Similarly a machine which is poor on hills may excel in one of the other events. All of these tests as well as some others are commonplace, but for the benefit of some machines the Wichita (Kan.) Motorcycle Club has devised a new stunt known as the "sand test." This consists in picking out a stretch of deep sand on the outskirts of the city and sending the machines through it, a set of rules being drawn to cover pedaling or dismounts before the stretch is negotiated. This form of test has proved highly exciting, particularly the gyrations cut by some of the riders in attempting to keep their balance and hold the front wheel straight. The new diversion ought to be popular next season with clubs looking for something new, for there is hardly a city or town which has not near it a sand stretch with a reputation.

### Another Jersey Club Proposed.

There is a persistent rumor, which although it will not be downed, can not be verified, to the effect that a new motor-

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

cycle club will be formed in Newark, N. J., by certain members of the New Jersey Motorcycle Club. The charter members of the new club, which is to be known as the Newark Motorcycle Club, are said to be among the members of the old club's track racing squad, and include Percy Drummond, Billy James and Roy Pascal, although the latter two denied any knowledge of the new club. A prominent officer of the club said that while there had been some dissatisfaction expressed during the past season over the active part taken in racing, there was no necessity for a split, as the club was large enough and broad enough to have room for both touring and racing riders. The news came as a complete surprise to him, and he expressed the hope there would be no split in the future.

### Sociability Run for Newark Riders.

The sociability run of the New Jersey Motorcycle Club, of Newark, N. J., which it is proposed to run on New Year's Day, is being enthusiastically backed by the majority of the membership. The run is to have Dover, N. J., as a destination, with a turkey dinner as a prize for all who reach there, and the pleasure of the return run in the afternoon to cap the day's enjoyment. Secretary R. B. Davis, who never

puts his machine away for the winter, says the run will show many of the members the pleasure which they have been missing by doing so.

### Poughkeepsie Club Housewarms.

Having outgrown its old quarters, the Poughkeepsie (N. Y.) Motorcycle Club housewarmed its new rooms at 6 North Hamilton street, on Wednesday evening, 7th inst., with a smoker and entertainment. Members and friends were present in force and everybody reported having had a very pleasant evening. The new quarters are larger and more attractively fitted up for club purposes. During the past season the club has held a few race meets and tours which were successful, and it plans to conduct contests on a larger scale next year.

### C. R. C. of A. Plans Annual Ball.

What is expected to be a grand reunion of old time cyclists from far and near, though mostly near, of course, will be the Century Road Club of America's annual ball in Lyric Hall, Sixth avenue and 42d street, Manhattan, on Saturday evening, January 21, 1911. From the present outlook the function gives promise of being the most successful ever conducted by the organization.

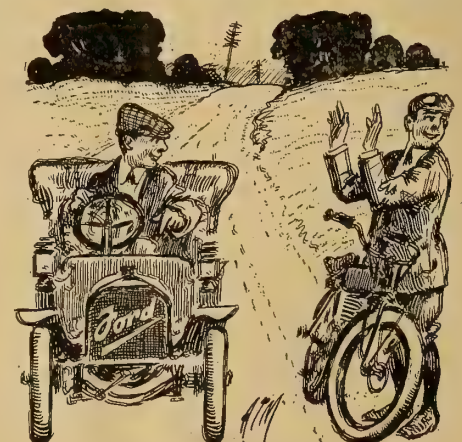
### Cycle Races Carded at 71st Armory.

Cycle races are to be a big feature of the 71st Regiment armory games, New York City, on the night of December 10. William Vanden Dries and a number of other of the best flat floor riders are to take part in a two miles handicap. The armory has a floor which for some reason is exceptionally fast for cycle racing.

### Treat for Buffalo Flat Floor Fans.

Buffalo (N. Y.) devotees of armory racing will have an opportunity to see the old year out and the new year in, witnessing their favorite sport, for bicycle racing will have a part on the 74th Regiment athletic card on the 31st inst. Two events, a one mile open and a two miles handicap will be run.

### FAMILIAR NAMES ILLUSTRATED.



"HAVERFORD"



# SEEN AT OLYMPIA'S MOTORCYCLE SHOW

## What a Trained Observer Discovered in Examining the Machines—Found Two-Cycle Engines, Enclosed Chain Drive and Other Features out of the Common.

London, November 25.—That the British manufacturers of cycles and motorcycles have done well by organizing their own trade show and cutting aloof from the Stanley Cycle exhibition has been made evident by the Olympia show. The latter is the first international show held under the auspices of the Cycle and Motorcycle Manufacturers and Traders' Union, its housing being the vast Olympia hall in the West End of the city of London. Although pedal propelled cycles, of course, predominated, each day the crowds thronged around the exhibits of the motor driven vehicles, upon which their interest was engaged. In other words, it was the splendid show of motorcycles that attracted both the public and the trade. In almost every case the machines staged were of excellent character throughout; underneath the veneer of glistening finish being sterling material and first rate workmanship.

In the matter of engine design much ingenuity has been displayed. It is significant that the simplicity of the two-cycle or two-stroke principle now is being seized upon with eagerness by several British manufacturers of motorcycles. The Norton, Scott, Premier, Rex and Roc are a few of the firms who have adopted the principle. The fewness of the parts and the light weight of the two-cycle engine are urged as being in its favor for its employment on the self-propelled cycle. Four-cycle engines, however, remain at present easily in the majority. They are built on a plan closely common to all, and, with but few exceptions, air cooling is relied on. Beyond the Belgian F. N. and the British Wilkinson, there are no machines having four cylinder engines. The two cylinder V-type motor is used exclusively for an output of more than four horsepower. Disregarding the Scott two-cycle engine, it is curious that there is not a single example of the two cylinder vertical engine, either lengthwise of the frame or transversely thereto as was originated in the early British Princeps machine or more recently adopted by the Centaur, of Coventry.

It is clear that the favorite British and Continental design is a vertical single cylinder motor of about three horsepower, the cylinder having a number of very thin sectional horizontal circular cooling fins. Not a few firms utilize the overhead inlet valve, in a side, not a central, chest, the valve being opened by a long external push rod,

after the manner of the Indian and as shown in the new Rudge-Whitworth. Generally, however, the engine has its valves side by side, operated from beneath by short vertical tappets. Practically 90 per cent. of the machines exhibited had their pair of flywheels enclosed by an oil tight aluminum crank case.

For ignition it was observable at the show the high tension magneto is the chosen apparatus. The storage battery and coil system, which at one time obtained, is dead, although whether it will be revived is another question. For the most part the magneto used is the Bosch type, and in a number of instances a considerable amount of care has been given to the method of driving it. Formerly the exposed chain was thought good enough, but now the machine, as a rule, is driven by toothed wheel gearing running in neat oil-tight casing.

Touching carbureters, here again, with very few exceptions, the wholesale adoption of a specialty was noticeable, inasmuch as the British Brown & Barlow or Amac devices are used, although the imported machines generally have their makers' own carbureters. But for the British machines the preference seems decidedly in favor of the English carbureters mentioned, although in view of the once universal appreciation of the Longuemare carbureter this preference is hard to understand.

The motorcycle engine of today, as exemplified at the Olympia show, is lubricated by splash, the crank chamber being fed from a reservoir with hand pump attached to it. Here and there, however, one saw evidence of the coming of positive mechanical oiling apparatus, as in the Indian and Scott motors.

Water cooling, again exemplified in the ingenious Scott cycle and also in the Green copper jacketed engine, has not gained much ground so far. Years ago it was tried by such concerns as the Enfield Cycle Co., but all the veterans appear to have abandoned the system, preferring to leave it to the bold juniors of the trade to attack its difficulties.

Putting aside the two-cycle system, every motor at Olympia, with a single exception, has poppet valves. The exception was found in an entirely new production, called the Corah. The vertical air cooled single cylinder of this engine is set transversely in the frame, and at the rear of the cylinder is a vertical circular unjacketed valve

chest, inside of which latter, and rotating at half the crank shaft speed, is a single two-ported cylindrical rotary slide valve provided with a pair of rings to ensure pressure tightness. This, indeed, was the principal novelty of the show in valve mechanism. Assuming that with a single valve member of this kind correct timing can be achieved and also that the heat will not affect its lubrication, it ought to prove efficacious. No examples of concentric slide valve engines of the Knight type were shown. Cover plates for the valve spindles and springs were quite numerous.

In considering the transmission system of the exhibits, the generality of machines use direct V-belt drive, the rubber belt being  $\frac{5}{8}$ -inch section for lightweights and  $\frac{7}{8}$  or 1-inch for heavier mounts. The jockey or tension pulley was not in evidence. The majority of the machines possess an adjustable driving pulley, giving two ratios of speed. There were several instances of chain drive, as shown in the Indian and also in the new Enfield lightweight. In the latter a two-speed selective metal-clutch type of gear is situated at the bottom bracket behind the engine, and is driven from a sprocket on the left side of the motor shaft by a short chain to a second chain wheel. A third chain wheel, on the countershaft, of the same diameter as the second, conveys the drive on the right side of the machine by chain to the rear hub. The clutch is engaged with either of the speeds by a screw motion rotated by a small chain that is worked by a little hand lever on the frame of the tank. The chains on these machines are not enclosed, and I observed only one example of an entirely enclosed oil-bath chain driving gear, modeled after the French Bruneau-Herdle motocyclette which appeared at the Paris exposition two or three years ago. Brampton Brothers, of Birmingham, showed a novelty in a patent chain-belt. It consists of steel links and fiber wedge-shaped blocks, and is claimed to drive without harshness or undue slip.

The Wanderer and the N. S. U. machines, from Germany, had undergeared driving pulleys, which are consequently larger than the usual, while the belt rim is of smaller diameter than is ordinarily the case. Through gearing, the forward or engine pulley revolves more slowly than the engine shaft, but because of its greater diameter than the ordinary engine pulley it not only has more belt contact around its periphery but also requires a smaller



belt rim on the rear wheel, bringing the belt itself well above the road.

The F. N. no longer stands alone as representative of the bevel shaft drive, since a new model of the Abingdon Works Co., of Birmingham, also possesses this attractive feature. The engine shaft revolves transversely to the frame, and a neatly encased jointed universal shaft turns a bevel gear on the left side of the rear wheel hub. A clutch to take up the driving shock is, of course, provided. Worm drive is used on the new Corah, through sliding gear and propeller shaft to the rear hub, and also in the Wilkinson.

The show contained a number of lightweight models, scaling approximately 100 pounds complete, and the weight of the new Norton two-cycle was claimed to amount to no more than 65 pounds. The fair sex was well provided for, many serviceable open frame models with well shielded mechanism being exhibited. Handlebar control now is largely utilized, and in some instances the brakes may be applied from the handlebar as well as by the foot.

#### Preparing Tires for Winter Storage.

Some motorcyclists prefer not to ride in the winter time, and after the first snow fall, if not before, they carefully prepare the machine for laying up during the off season. No part of a machine requires more care preparatory to putting in storage than the tires, for it is here that the greatest depreciation takes place if they are not properly attended to. To put the tires away properly, they should be removed from the rims and first washed with tepid water and castile soap to remove all dirt. After that all little cuts are filled up with a specially prepared mastic which is a sort of a putty which is packed into the wound and left to harden, and sort of grafts itself or grows to the tread. The plugging of these little holes will prevent mildew getting at the fabric and rotting it. The inner tubes are next, and if any patches show a tendency to curl up around the edges, they should be removed and replaced.

After the tubes are airtight, as proved by a careful water test, all moisture should be removed from the tubes before placing them in the casings; otherwise the dampness will rot the fabric. After replacing the tubes in the casings they should be inflated slightly to remove all creases, folds and laps, taking care not to inflate them too much. With the inner tubes properly taken care of, the next operation is to wrap the tires in burlap, putting a covering of black oilcloth over the outside and with stout twine binding the wrapping sufficiently to prevent the seams from opening up and letting in the light. The tires after these precautions may be stored in a reasonably cool, damp cellar in the darkest corner that can be found. Keep well away from the furnace, if there is one in the cellar, but

#### BUCKING SOFT STUFF WITH A FREE ENGINE CLUTCH.



S. W. Nicholson trying difficult starting stunts with the first free engine 5 horsepower Indian received at Hendee's Chicago branch. Without pedaling, the start was made easily in the worst and softest road he could find.

it will not be necessary to fret about the dampness. All tire makers store rubber in dark, damp vaults, and there is no reason why tires may not have the advantage of this treatment, provided there are no little wounds upon the surfaces such as will expose the fabric, and allow the mildew pest to enter and feed upon the cotton, of which

this fungus growth is very fond indeed.

#### Steady Average Beats Sprints.

It is well to remember that good average speed is superior to intermittent road burning on sandpapered stretches. Miles per day should be considered more than miles per minute.



## CARRYING CASH IN FRAME TUBES

**Motorcyclist With Odd Traveling Coffer  
Amazes a Court Officer—Dilates on  
His Ingenious Scheme.**

"New York motorcyclists—that is, some of the clever ones—have a stunt that is rather nifty, and that is the carrying of bail or fine money in the frame tubes so that when they get pinched they would not get caught short of cash or have to leave their machines," remarked a Long Island court official. "The first time I ever knew that motorcyclists had adopted the idea was one Sunday last summer, when a speedy motorcyclist was brought in. The deputy said he had been doing 45 on a half mile stretch, and it was such a dandy stretch that you could not very well blame him. Well, the usual proceedings were gone through, and he pleaded guilty, which was the easiest and cheapest way out of it.

"The judge said ten dollars would square the motorcyclist, and the latter said he had it in his machine outside and would have to go out to get it. This was rather unusual, and the court sent an officer along to see what kind of a game it was, while others of us went along because it was new to us and we thought the fellow was rather careless to carry money around loose in his machine.

"When he got out to his machine, he started to unlock his tool box, and we thought that he was going to produce the money from there, but he didn't. Instead, he took out a wrench and started to take off the saddle, and we looked on wonderingly. Then he loosened the seat post and pulled that out, too, and suddenly it dawned on me that he had the money hidden in the frame tube. I was right. After he had the seat post out he picked up a small stick and fished around in the tube and soon brought up a little bundle of white paper with a rubber band around it. Then the deputy escorted the fellow back to court. Of course we went back to see the thing out, and when the fellow got up to the clerk's desk he removed the rubber band from the roll, unwrapped the white paper and produced a crisp \$20 bill, which he tendered in payment of his fine."

After the motorcyclist had left the court room and gone outside to his machine, the court official, as he tells the story, approached him and said: "That's a new one on me. Do many of you motorcyclists carry money in that way?"

"Well," he answered, "I don't think that the practice is very general, but I know a few others who do it. I put some of them on to it, and while I don't claim to have originated the stunt, I thought it out myself, and never heard of a motorcyclist doing it before I took it up.

"You see," the motorcyclist continued "I've been doing that for over a year now and I've been pinched twice before. When I carry it in that tube I know that if I happen to come away without any other money in my clothes or at any rate not enough for my needs, I always have a reserve fund to draw on. Then again if I lose my pocketbook, or spend more money than I ought, I've always got something left to get home on or to pay a fine if necessary. And if I'm held up and cleaned out, which is not an impossibility, they won't get it all; and in case of accident, illness or a friend in trouble, I'm always prepared. Altogether I think this little scheme is a good one."

"But," queried the other, according to his account, "why did you go to all this trouble to get money and reveal your secret when you have some in your clothes?"

"I have only seven dollars and 29 cents with me," said the motorcyclist, after counting the change in his pocket. "I knew I had only seven dollars in bills in my pocketbook, so I had to go to my little bank. And as for revealing any secret, I'm not afraid of any of you folks knowing it. You probably won't recognize me again, and as we motorcyclists do not have to carry any license number in New York there is nothing to identify the machine. Very few know that I carry any money in the frame, and if the machine were stolen (which I am not worrying about, as I put a chain and padlock through the wheel when I leave it unguarded), I guess the thief never would know that any money was hidden in the frame unless he happened to take the seat post out, which is not very likely.

"I'm going to put this ten-spot back in the tube," he went on, "so as to take no chances. It's a little more trouble to take this seat post out than it is to carry your entire roll in your clothes, but it is a whole lot safer," and wrapping the bill in the white paper and slipping the rubber band around it he dropped the bundle down the tube.

"By the way," the inquirer asked, as the seat post went back in the tube, "doesn't

that money go away down the tube, and how do you get it up so easily?"

"It only goes down a few inches beyond the end of the seat post. I put a cork plug down the tube and when the post is in place there is a space of three or four inches between the plug and the end of the post, and it is in there that the money is salted. No rain, mud or anything else can get at it there."

"True," the court man agreed, "but if your machine ever burns up, which is by no means impossible, your little sub-treasury will be cooked to a cinder, and you won't have time to save anything, either."

"Gosh!" exclaimed the motorcyclist, "I never thought of that, but you're right. Still," he continued, "while a machine may catch fire now and then, very few of them burn up altogether. But nevertheless it is possible all right, and I wouldn't want to see any money baked in that fashion. It would be bad enough to lose the machine, for it is not insured. Ah, I have it!" he exclaimed, "I'll just get a piece of asbestos and wrap that money in it, and then I don't care how hot the machine gets, the money will be all right. Me for some asbestos tomorrow, you bet. That's a fine scheme and I am glad you mentioned it."

### Preventing Tire Shoes from Creeping.

A studded rear tire will creep on the rim more readily than a smooth tread, because it does not slip so easily on the road surface. If the shoe is old and well stretched the air pressure alone may not be sufficient to prevent creeping, which latter, unless it is forestalled, will tear the valve out of the inner tube. If the valve stem is kept drawn tight in its proper place it will help largely to prevent creeping of the outer shoe by acting as a stop where the beads of the latter are recessed for stem clearance and bear against it. Shellacking the rim channel and roughening the tire beads with a file card also will help to give the shoe a firm grip.

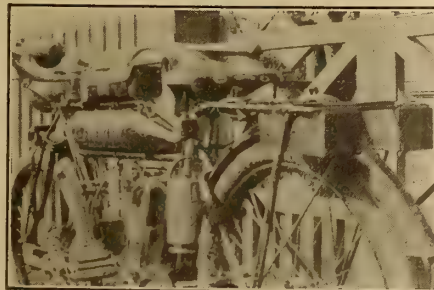
### Unusual Gear Noise on a Cold Day.

If a two-speed gear of the sliding type appears unusually noisy on a cold day the trouble sometimes will be found to be caused by hardening or thickening of the lubricant in the gear box. When the oil becomes very hard the gears will merely cut a channel through it and will not be properly lubricated. The remedy is to add a little light oil to the gear box, or, if that fails to cure the sound, to use light oil altogether in winter.

### Metal Polishes Spoil Varnish.

As metal polishes generally are both abrasive and acid or alkaline in their properties they practically are certain to ruin the varnished surfaces with which they come in contact. Therefore it is important that care be observed in polishing a machine to see that none of the cleaning compound touches varnished surfaces.

### NEAT FORM FOR PANNIERS.



Telescoping tool or luggage boxes have been applied to the machine, as shown. The boxes are drawn out as needed.



## ARE AFTER THE F. A. M. MEET

Four Cities Start Gunning for the Big 1911 Event—Others to Endeavor to Bag It.

Awakening interest in the motorcycle has led several cities to start "gunning" unusually early for the 1911 meet of the Federation of American Motorcyclists.

This meet is held in the summer, usually in July or August, but already four cities are bidding for the honor of entertaining it. They are Springfield, Mass., Syracuse, N. Y., Chicago and Indianapolis. Some of them have notified Frank I. Willis, of Indianapolis, president of the F. A. M., of their desire and are pulling the wires to land the event.

The annual meet of the F. A. M. is the biggest event of the year in motorcycle-dom. It usually starts with an endurance run and includes two or three days of racing during which all sorts of new records are made. There is also a business session.

The honor of entertaining this meet is no mean one. It brings together annually the big guns in the motorcycle world—men whose daring and skill have made their names famous in the realm of sport. National championships are awarded, and medals and prizes are dealt out to the speed kings with lavish hand. It is one place where the race is always to the swift.

The 1911 meet will undoubtedly be the biggest motorcycle event ever undertaken in this country. For this reason President Willis is pleased that the question of location is developing early. He wishes to get it settled and out of the way as soon as possible so that the attention of the officials, and the hosts as well, may be given without interruption, to the program and the necessary preparations.

While only four cities so far have made a bid for the meet, others are confidently expected to be "in the running." The success of the meet last year, and the doings of the year before, at Indianapolis, have whetted the appetites of other cities and they will not let the event slip away from them without an effort.

In addition to the great number of professional and amateur riders who will participate in the races, there will be hundreds of enthusiastic motorcyclists at the meet—coming from all over the country. The great increase of interest in motorcycling, from the standpoint of pleasure, will help swell the attendance. Many of these enthusiasts will ride to the meet—making the journey in the way of a summer outing. Many clubs have been formed in the last year—more than thirty new ones having been affiliated with the F. A. M. during that time. There undoubtedly will be many club runs. Altogether the officials of the

F. A. M. are looking forward to the biggest event in their history—and new records galore.

### Awards in National Endurance Run.

Twenty-one of the 124 contestants in the 1910 F. A. M. national endurance contest qualified for awards, according to their scores, the official announcement of which just has been sent out by Chairman Thornley. The nature of the awards which the men will receive has not yet been decided. Three other riders, Guy M. Green and Roy Bowser, Chicago, M-M, and Alexander Klein, of Philadelphia, Harley-Davidson, also were on the list for rewards but have been disqualified on the ground that they received and accepted outside assistance. The fortunate ones and their scores are as follows:

R. W. DuSell.....4	Thor .....1000
A. H. Crocker.....4	Thor .....1000
S. W. Nicholson....4	Thor .....1000
H. Sturges .....4	Excelsior .... 988
S. Sturges .....4	Excelsior .... 987
G. G. Crandall.....5	Indian ..... 987
W. S. Harley.....4	H.-D. .... 986
S. T. Kellogg.....4	Excelsior .... 985
G. H. Squier.....4	Thor ..... 978
R. J. Bishop.....4	Indian ..... 964
Wendle White .....6	R-S ..... 932
Walter Davidson ...4	H.-D. .... 916
R. E. Waymire.....4	New Era .... 904
A. R. Oberwegner...4	Yale ..... 898
M. W. Kibbe.....7	Indian ..... 858
B. A. Swenson.....4	Indian ..... 854
G. L. Lyon.....4	M-M ..... 852
Frank Ollerman ....4	H.-D. .... 846
H. H. Sill.....4	Excelsior .... 786
C. C. Palmer.....7	Indian ..... 712
C. S. Eckel.....5	Indian ..... 686

### Concourse Member Meets Death.

Benjamin Lott, vice-president of the Concourse Motorcycle Club, New York City, and a charter member of that organization, died in Harlem hospital, Thursday afternoon, 1st inst., from dislocation of the neck vertebrae caused by the sudden shutting of

a folding bed in which he was sleeping at his home, Wednesday night. The bed closed up so suddenly that Lott was unable to escape and his neck was caught between the upper shelf and the sideboard. It required the combined efforts of three men to release him, and although he retained consciousness he found himself paralyzed and unable to move a limb when removed from the trap. It was not until he reached the hospital and an examination was made that the fatal nature of his injuries was disclosed. His funeral takes place Saturday.

### F. A. M. Emblem Watch Fobs Offered.

Being averse to conspicuous display of emblems or other insignia on their coat lapels many men prefer, for various reasons, to signify their organization affiliations in a more quiet manner, but until recently the F. A. M. has had no other emblem than the pin that is intended to be worn on the cap or coat lapel. For the benefit of those members who prefer some other insignia of membership, Secretary Gibson has had made up a quantity of neat watch fobs. The fob is an oxidized silver medallion, in the center of which is a gold plated full size F. A. M. emblem. Orders will be filled on receipt of 75 cents per fob by the secretary. The price is about cost, as it is not a money making proposition.

### Membership Applications Roll In.

Judging from the way membership applications are pouring in, there will be little difficulty in attaining the mark of 10,000 members for the F. A. M. by the time the next annual meeting rolls around, which is the task the officers have set themselves. Just as a sample, 60 applications from the Los Angeles (Cal.) Motorcycle Club were received by Secretary Gibson on Monday of this week.

### CLEVELAND PIONEERS OF NEW YEAR'S RUNS.



These four Harley-Davidson riders decided one year ago to make a New Year's run from Cleveland to Akron, O., and return. They did; and plan another next year. They are A. W. Lees, G. W. Lister, C. B. Chrislieb and W. J. Lister.



**THREE DAYS RACING AT NORFOLK**

**Feuerstein Captures All Four of the Motorcycle Events—Gives Liberal Handicaps to Rivals.**

Mounted on an Indian, W. Feuerstein won all four of the motorcycle events held in connection with the three days' automobile meet at the Fair Grounds track, Norfolk, Va., on the 1st, 2d and 3d inst. All save one of the races were handicaps, and the local star, who started from scratch each time, gave away liberal handicaps but had little trouble in winning. In fact he lapped the field several times in most of the races.

Anderson, a Merkel rider, was the central figure of a sensational accident on the opening day, Thursday, but was lucky enough to escape lightly. In the fifth mile of the handicap he cut the pole too close and skidded into the fence while traveling at a lively clip. He did not go through, however, and was hurled back on the track, where he lay unconscious. After being carried to the club house he was revived by dashing water in his face. Upon reviving he felt none the worse for his mishap save for a few scratches. The races were held on a half mile track which was in fair shape, and all of the riders were local men. By competing for cash, the men automatically professionalized themselves. The attendance was fair, save on Friday, when the chilly air kept many away.

**Summary:**

Three miles handicap—Won by Feuerstein, Indian (scratch); second, Joynes, Indian (30 seconds); third, Gilbert, Harley-Davidson (30 seconds). Time, 4:30.

Ten miles handicap—Won by Feuerstein, Indian (scratch); second, Joynes, Indian (1:00); third, Gwinn, R-S (1:30). Time, 12:20.

Ten miles handicap—Won by Feuerstein, Indian (scratch); second, Daniels, Merkel. Time, 13:58½.

Five miles time trial, Feuerstein, Indian. Time, 6:51½.

**Reuss and Darling at Bridgeton.**

Bridgeton, N. J., which is a quiet town 40 miles from Philadelphia, had its first automobile and motorcycle races on Thanksgiving Day, 24th ult., under the auspices of the South Jersey Motor Club, and the 2,000 people who postponed their turkey and fixings to see the speedfest were rewarded with some good sport. There were five motorcycle numbers on the card, and all proved highly exciting, though of course no sensational times were made. The track, a half mile dirt circuit, was in good shape for racing.

Practically all of the riders came down from Philadelphia, but the plums were not very evenly distributed among them, Ed-

ward Ruess, Harley-Davidson, and J. B. Darling, Bradley, each capturing two events, while J. J. Gallagher, Excelsior, copped the other. Darling really made the best showing, for he defeated Ruess the only time they met. He also had a walk-over in the last event for club members. Early in the race he collided with Brown on a Bradley, but was not hurt and remounted and finished alone, all of the others quitting. Gallagher graduated from the novice class by winning the five miles event, but was unable to shine in the higher classes.

**Summary:**

Five miles novice—Won by J. J. Gallagher, Excelsior; second, D. T. Estel, Harley-Davidson. Time, 7:26½.

Five miles, private owners—Won by Edward Ruess, Harley-Davidson; second, J. A. Voorhees, Indian; third, J. J. Gallagher, Excelsior. Time, 7:20.

Five miles open, 30½ cubic inches—Won by J. B. Darling, Bradley; second, A. Brown, Bradley; third, E. T. Hollenback, Curtiss. Time, 6:55½.

Five miles, private owners—Won by Edward Ruess, Harley-Davidson; second, Harvey Ennis, Harley-Davidson; third, E. T. Hollenback, Curtiss. Time, 7:18½.

Five miles, club members—Won by J. B. Darling, Bradley. Time, 7:51. No others finished.

**Los Angeles Sunday Racing Sustained.**

After listening to the evidence presented by both sides, the City Council Public Welfare Committee of Los Angeles, Cal., has declined to recommend the enactment of a local ordinance prohibiting motorcycle racing at the Coliseum track on Sunday. Remonstrances against the continuance of Sunday racing were filed by a number of residents in the vicinity of the track, many of whom were women. It was alleged that racing was a nuisance and that gambling and liquor selling flourished at the grounds. Rev. C. E. Locke acted as spokesman for the remonstrants. When their evidence was in the committee heard George Kreamer, manager of the track, who offered a statement setting forth that there was neither gambling nor liquor selling going on at the track, and that there was not a saloon in the vicinity. He also offered a petition signed by a number of residents living near the track, to the effect that the noise of the motors was not a nuisance. When both sides had been heard the committee took the case under consideration and later decided that the situation did not require legislation prohibiting Sunday racing.

**It is Paved With Good Intentions.**

"The Good Intent Cycling Club" is the name of a body of British cyclists. In commenting on the name, the Irish Cyclist expresses the hope that the riders will avoid the road which is said to be paved with the material their title suggests.

**BOYD STRONG AT COLORADO SPRINGS**

**Denver Riders Give a Thrilling Program, With Lots of Spills—Cassady the Star Amateur.**

Denver riders made a clean-up at the motorcycle meet at Roswell Park track, Colorado Springs, Col., on Thanksgiving Day, but they could not well have done otherwise, for all the contestants hailed from the Mile high town. It was a mixed meet, consisting of four professional and one amateur event. Glen Boyd took the fat end of the cash every time, while the well nigh invincible Cassady gathered in the amateur event. There were spills in plenty but nobody was hurt.

With Armstrong hoodooed or at any rate off edge, Boyd had clear sailing and won easily. Incidentally he broke a local track record of five years standing in the three miles race, turning the distance in 4:35, a cut of seven seconds from the old figures. Much of Armstrong's defeat was due to his falls, three in all, which did not help the running of his machine. Although the track was very dusty, the riding was amply exciting for the crowd.

**Summary:**

Five miles, professional—Won by Boyd; second, Armstrong. Time, 7:21½.

Five miles, stock machines, professional—Won by Boyd; second, Good; third, Albright. Time, 7:51½.

Five miles amateur—Won by Dan Cassady. Time, 8:13. No others finished.

Five miles, stock machines, professional—Won by Boyd; second, Good; third, Armstrong. Time, 7:39.

Three miles, professional—Won by Boyd; second, Armstrong; third, Albright. Time, 4:35.

**Oakland Track Is Under Way.**

With the signing of a lease last week by Jack Prince for a 32 acre tract on the outskirts of Oakland, Cal., the last important obstacle that stood in the way of the proposed new motordrome was removed and work has commenced on the construction of the track. It will be situated near the 14th street car barns in Elmhurst, three miles from Oakland, and will cost \$30,000. It will be a half mile elongated wooden bowl with 40 degrees banking. This, it is calculated will hold a machine traveling a mile in 35 seconds. Entirely surrounding the speedway will be tiers of seats, having a capacity of several thousand. The opening has been set for Christmas day.

**Saving the Old Motor Gloves.**

An excellent solution for cleaning motor gloves which have become soiled by oil or dirt consists of one dram of sodium carbonate mixed with one quart of milk. The sodium can be obtained from a druggist.



## KLAGES SUSPENDED SIX MONTHS

Punished for Indiscretions that Led to Charges Against Him—Held Not Guilty on Latter Counts.

Charges that Arthur Klages, a member of the Excelsior team in the New York Motorcycle Club's third quarterly trial on July 26, pedaled on one of the test hills, and afterward certified in his report that he did not pedal, were not conclusively established, in the opinion of Chairman Thornley, at the hearing held in his office last week to pass judgment on Klages' case, and Klages was found not guilty on those counts. The absence of important witnesses, the inability of some to testify to having seen Klages pedal, and the confusing and conflicting testimony brought out, failed to establish Klages' guilt, in the mind of the chairman. However, Klages does not escape punishment entirely, for it was proved both by his own admissions and by the testimony of witnesses that he had admitted pedaling on the hill. Klages maintained that he did not mean that he intended his admission of pedaling to imply that he had violated the rules of the contest. Holding that Klages' misleading admissions to having pedaled were discrediting and detrimental to the sport, Chairman Thornley has suspended him for six months dating from the 3d inst.

Had Klages been found guilty of the first named charges, in addition to his being suspended his score would have been penalized to the extent which the rules provided for pedaling. The chairman of the competition committee also lays stress on the fact that the charges were not brought until several months after the contest was held, and that he was strongly inclined to disallow the protest, on the ground that it was not legal, through not having been made within the prescribed time limit. His official findings in the case, as communicated to Klages, are as follows:

"In the matter of the charges made against you by Mr. A. G. Chapple to the effect that you had pedaled on the test hill in the quarterly trial of the New York Motorcycle Club on July 26; also that you had made an alleged confession to the same in the presence of witnesses, I beg to state that after an adjourned hearing of the case it was taken up in my office and a number of witnesses examined in your presence.

"First, the most important and disinterested witness against you failed to appear or send any written information on the subject. Secondly, the evidence as to whether or not you actually pedaled on the hill was so conflicting that there is no other course for me to pursue but to declare you innocent of the charge of having pedaled on the hill and falsified your report subsequently.

"In the matter of the alleged confession, it was proven conclusively both by your admission and the testimony of witnesses that you had admitted pedaling under such circumstances as to reasonably cause the assumption that you were confessing to the offense aforesaid, viz.: that you did pedal on the hill in violation of the rules of the contest. Again the evidence was exceedingly confusing and indefinite as to exactly what you said on the occasion, and I am obliged to accept your own explanation that you did not mean that you had pedaled in the sense to imply violation of the rules.

"Nevertheless, your statement that you had pedaled was made under such circumstances and apparently in such a way as to create a false impression in the minds of those who heard it. I feel that in doing this you brought discredit upon the motorcycle game; and for bringing discredit upon the F. A. M. in connection with competition affairs you are hereby suspended six months from date."

### Schwartz Eager for a Match with Aguilar.

J. Schwartz, of El Paso, Tex., who rides an Indian and was twice defeated by Abe Aguilar on an Excelsior in the races there recently, has been smarting under those defeats ever since, particularly as he thinks that he did not have a fair show, his magnet going wrong both times. Schwartz wants to meet Aguilar again on the same track, a half mile dirt course, both men to use the same machines that they rode in the races, and Schwartz says that he will ride 21 miles while Aguilar is doing 20; and furthermore will put up any side bet that Aguilar names. Incidentally, Schwartz says that the times in several of the races were incorrectly reported, and that he always rode from scratch and never accepted a handicap.

### Barnhart Denies a Train Return.

Edwin C. Barnhart, agent for Harley-Davidson motorcycles in Brooklyn, N. Y., who with Ira Vail and Louis Reimer was a member of the Harley-Davidson team in the last quarterly trial of the New York Motorcycle Club, rises to remark that this trio did not patronize the New York Central railroad in returning from Peekskill on that long-to-be remembered day after they had retired at that point. They lay stress on the fact that they rode their machines back over the roads.

### What Sandruck and Boyd Rode.

F. W. Sandruck, Baltimore, Md., who handles the Merkel and Excelsior, takes exception to the report of the Electric Park races in which Ray Boyd and Irwin Sandruck were credited with riding Indians. He states that Boyd divided his affections between the Merkel and Excelsior only, while Sandruck stuck to the Excelsior alone. In the team race the Maryland club team were mounted on Excelsiors.

## CHALLENGES FLY IN BIRMINGHAM

Walthour and Stubbs Make Counter Propositions for a Match Race—Chambliss Drawn Into It, Too.

Challenges and counter challenges are flying back and forth between Russell Walthour and Robert Stubbs, of Birmingham, Ala., as to which man is the better rider on a motorcycle, but as yet the controversy has not progressed further than the letter writing stage, although both men have posted side bets of \$25 as evidence of good faith. Both men are professionals, and Walthour's challenge is the outcome of a race between the men at Atlanta last year, when Walthour defeated Stubbs. Stubbs claimed that one of his cylinders was not working. Recently Walthour injected some fresh stimulant into the subject by challenging Stubbs to ride him five miles for \$25 a side, Walthour to ride an Excelsior single and Stubbs an Indian single, and the winner to take all. Stubbs replied by characterizing Walthour as a novice, and declining to meet him, but offering to put a substitute against Walthour under the conditions named. As a second proposition Stubbs also offered to ride Walthour any distance for any amount on any make of machine inside the 61 limit. To this defy Walthour replied by stating that he was anxious to ride Stubbs only and no outsiders, and that he named a single because he had no Excelsior twin and was anxious to ride that make. He then repeated his previous challenge.

When he read Walthour's letter Stubbs grew magnanimous and offered to meet Walthour in a series of five miles time trials on a "7" Indian for \$100 a side. Each man was to ride the same machine and the fastest time was to decide the winner. Walthour declined this offer, pointing out that he was unfamiliar with an Indian and that Stubbs would have too great an advantage by his knowledge of the machine. Walthour reiterated that he was unable to secure an Excelsior twin and for that reason was anxious to ride a single. Stubbs did not reply to this challenge, but another local Indian rider, Porter Chambliss, challenged Walthour through the newspapers. Walthour states that Chambliss has no reputation and therefore is entitled to no consideration from him, but, however, he is so anxious to meet Stubbs that he agrees to meet Chambliss provided that if he defeats him, Stubbs will meet him immediately afterward on a single of any make the latter chooses to ride.

A rubber tree will yield marketable sap at the age of four or five years, and continue to do so until it is 12 years old. Most growers, however, prefer to leave a tree untapped until it is seven years old.



# SURPRISES IN THE SIX DAY RACE

Rutt and Clarke Form Reconstructed Team When Their Mates Retire—Regain Three Lost Laps—Sprints and Jams in the Closing Hours.

Five days of riding caused a terrible mangling of the list of teams in the annual international six-day cycle team race at Madison Square Garden, New York City, which started shortly after midnight on Monday, 3d inst., and of the 15 teams that started only seven were left for the last day, Saturday, 10th inst. A condensed chronological record of the race, in which latter the "jamming" and "whanging" toward the end has been the most sensational known in years, is best preceded by the list of teams that started, the list being as follows:

Walter Rutt and Johann Stol; Leon Georget and Julien Pouchois; Achille Germain and Francois Verlinden; Ernest Pye and Gordon Walker; Patrick Hehir and Alfred Goulet; Floyd Macfarland and Jack Clarke; Edward Root and James Moran; Joseph Fogler and Fred Hill; Robert Walthour and Iver Lawson; Elmer Collins and Peter Drobach; George Cameron and Alfred Halstead; W. L. Mitten and Lloyd Thomas; Frank Galvin and Norman Anderson; George Wiley and Percy Lawrence; Fred West and Walter DeMara.

## Monday—First Day.

Smart riding, with several near-sprints, continued from the start, a few minutes after 12 o'clock Sunday night, until 5 o'clock Monday morning, when a real sprint started. Germain and Verlinden were lapped seven times, just by way of showing them where they belonged—or, rather, that they did not "belong" at all. At 8 o'clock, three hours later, they were over a mile behind, and at noon they were declared out, Verlinden refusing to relieve his partner. Arrangements were made to ship them back on a boat sailing for that dear France on Thursday.

## Tuesday—Second Day.

Around 9 o'clock in the morning the French team of Georget and Pouchois became so slow that they were lapped eight or nine times, and at noon they were withdrawn, as Pouchois could not stand the gaff. The first real big sprint of the race took place at about 3:30 in the afternoon, Clarke being the trouble maker. Galvin and Anderson were lapped. Three more laps were tagged on them at about 9 o'clock in the evening, and at midnight Anderson withdrew, giving Galvin four hours to find a new partner from any other team that might become disorganized. But Galvin didn't.

## Wednesday—Third Day.

Whang! Bing! Surprise and complication! From a dull grind from midnight until 3:30 on Wednesday morning, things became a riot in a six-minute sprint, and when the smoke cleared away two of the supposedly strongest teams were at the tail end of the score—Clarke and Macfarland one lap behind the field, and Rutt and Stol two laps to the bad! West and DeMara also were a lap back of the leaders, as were Lawrence and Wiley. Then, too, Walthour and Lawson were put down and out, and they retired from the race a little while later. Lawrence and Wiley withdrew when they found that the scorers could not be persuaded that the team had not been lapped.

According to all the other riders, Macfarland and Clarke, and Rutt and Stol, should have been placed about three miles behind the field after the thing was over, instead of one lap and two laps, respectively. Clarke got off his bicycle and stayed off for a long time during the latter part of the sprint, claiming he had a puncture, and Stol got off and stayed off for no better reason than that Clarke did. In neither case did the partner appear at the proper time.

It was Rutt who started it all, by originating a sprint that lapped Lawson. This accomplished, Rutt turned matters over to Stol and went to his training quarters, thinking the "jam" was over. No sooner had he disappeared than Moran started a terrific runaway for a big lead. He was relieved by Root, who shortly was caught by the field. Then Stol jumped out. Things moved fast, Root caught him and went flying by, leaving the whole field. Moran relieved Root and the battle was on, resulting in the score jarring already indicated. And where, oh where, were Macfarland and Rutt, to relieve Clarke and Stol, respectively? Clarke rode himself all in, and Stol did his best, but both needed help from their team mates. Rutt was in his quarters, ignorant of what was happening, but Macfarland was at the trackside. The business side of his inaction is discussed, but, on the other hand, some maintain that he was physically afraid he could not hold his own in the fray, and left it all to Clarke.

Things were mild during the day, but in the evening Rutt began to start frequent sprints trying to recover a lap. In one of these Walker and Mitten fell, Walker receiving injuries which subsequently put the Pye-Walker team out of the running. Some of Rutt's previous and subsequent sprints were stopped by minor upsets or by too

great vigilance on the part of the other contestants.

## Thursday—Fourth Day.

Macfarland dropped out and Stol dropped out at 3:18 on Thursday afternoon, leaving Clarke and Rutt to combine as a new team, two laps behind the leaders. The formation of the new team had been in the air for a couple of days. Rutt and Clarke, as a reconstructed team, won last year's six-day race, after being two laps behind the field, and it was not regarded impossible that they could do it again this year. At 5 o'clock in the afternoon Root gained a whole lap on the field all by his lonesome, but it was not allowed, as Fogler, who was next in line, had let him go without giving chase, apparently flagging the field so that Root could make the lap. This was declared unfair riding, and was expressly against the rules. Clarke and Moran had a collision while they were picking up their partners, but neither man was more than slightly hurt. Cameron and Halstead were shaken from the first division in a sharp sprint and were placed one lap back of the leaders, the latter being Root and Moran, Fogler and Hill, Hehir and Goulet, Mitten and Thomas, and the team of Collins and Drobach.

## Friday—Fifth Day.

Rutt and Clarke continued their butting ahead at every good opportunity, in a try for a lap gain, but the leaders, such as Moran, Fogler and Hehir, gave them a warm "come-back" every time, forcing them to pursue instead of lead. Shortly after 3 o'clock in the afternoon, Root jumped for a sprint that gained a lap for himself and his partner, Moran, and also for Hehir and Goulet, these two teams tagging the whole field. When the score went up, the scorers had Fogler and Hill also as gainers of one lap. These three teams were the leaders for the rest of the day. A desperate Clarke-Rutt sprint took place at 11:45 Friday night, lasting three minutes, but it was ineffectual; but at 1:10 on Saturday morning Clarke and Rutt finally put one over, gaining a lap on the field and two laps on Collins and Drobach, and on Cameron and Halstead. Drobach fell as the sprint was concluded breaking an already injured collarbone and putting his team out. By a 14-minute sprint a few hours later, Rutt and Clarke gained the two laps necessary to bring them up with the leaders, and making them the strongest candidates



for the winners' honors. Their success at regaining laps appeared to shake the confidence of their rivals, thus making things easier for them.

#### Friol Measures to Kramer's Size.

With the conclusion of the first section of the fifth annual sprint championship races of France, the Championnat d'Hiver, French fans are clamoring for a series of matches between Friol, the sprint champion of France and the world, and Frank Kramer, for ten years sprint champion of America. Should such a match be arranged it is said that no velodrome in Paris would be big enough to hold the crowds. Friol is so much superior to any rider on the other side that matches in which he takes part are becoming devoid of interest. It is a foregone conclusion that Friol will win. He proved this again in the championship races of Sunday, November 20, at the Palais des Sports, Paris.

The various heats of one kilometer were run each between three contenders, in the following manner, the riders being given in the order of their finish:

Ellegaard, Comes, Schilling, 1:34½.

Bader, Dupre, Verri, 1:44½.

Friol, Hourlier, Doerflinger, 1:45½.

Comes, Doerflinger, Bader, 2:20.

Ellegaard, Hourlier, Verri, 1:51½.

Friol, Dupre, Schilling, 1:53.

Dupre, Hourlier, Comes, 1:42½.

Schilling, Verri, Doerflinger, 2:24.

Friol, Ellegaard, Bader, 1:59.

In each of the heats in which Friol took part he beat his opponents by at least one length, often with yards to spare. In the third heat, although in last place at the bell lap, he uncorked such a sprint that it carried him past the flying Hourlier a winner by ten feet. In the sixth heat, Dupre having watched Friol's tactics endeavored to forestall the champion and started a terrific spurt at the moment the bell rang. This didn't feaze Friol one bit and he went after the runaway with such a vim that he flew by him 50 yards from the tape and won easily by two lengths. Counting up the final points, Friol led with three firsts; Ellegaard was next with two firsts and one second, and Dupre third with one first and two seconds.

#### New Century Wins on the Rollers.

Largely through the efforts of Carl Laye, a one-armed cyclist, who made the best time, the New Century Wheelmen of San Francisco, Cal., were able to win the initial indoor meet of the season on the 18th ult. Laye was in a class by himself and had no difficulty in taking his rivals into camp. The Bay City Wheelmen's team was second, and the Garden City Wheelmen's representatives from San Jose were third. The teams consisted of two men each, and the meet was conducted by the Bay City Wheelmen. It was the first of a series of indoor meets which will be held during the winter by these clubs.

## KRAMER BESTS CLARKE AND RUTT

### Outgenerals and Outrides Two Speedy

#### Rivals in Three-Cornered Match—

#### Fogler Captures the Open.

In the sprint races on Saturday night, 3d inst., preliminary to the six-day cycle race in Madison Square Garden, New York City, Frank Kramer, who for ten years has been America's sprint champion, took the measure of Jack Clarke and Walter Rutt in straight heats of a three-cornered match race. The first heat was at one mile, or ten laps of the board saucer, and after the first start it had to be restarted on account of a puncture to Rutt's tire. Kramer took the lead on the restart and met all at-

Joseph Fogler in a whirlwind finish, with Patrick O'Sullivan Hehir second and Fred Hill third. Mile prizes of \$5 each kept the race sizzling from the start. In the half-mile amateur handicap, Anthony Rivello, from 75 yards, was the victor, and the scratch man had no chance because of the pace of the long markers. Frank Blatz, the amateur champion of 1910, was defeated by Chester Smith in the final of the quarter-mile amateur open, one of the elimination heats of which was enlivened by Albert Bovere's going headlong off the side of the track. He fell into the aisle some six feet below, but although he suffered a sprained ankle and a bad scraping of skin, he was not seriously injured. The summary:

Half-mile amateur handicap.—Won by Anthony Rivello (75); second, George Pauli (30); third, E. H. Goodwin (65). Time, 1:01½.

Quarter-mile amateur open.—Won by Chester Smith; second, Frank Blatz; third, Jerome Steinert. Time, 0:32.

Three-cornered professional match.—First heat, one mile, won by Frank Kramer; second, Jack Clarke; third, Walter Rutt. Time, 2:50. Second heat and match, half-mile, won by Frank Kramer; second, Jack Clarke; third, Walter Rutt. Time, 1:05.

Ten-mile professional open.—Won by Joseph Fogler; second, Patrick O'Sullivan Hehir; third, Fred Hill; fourth, Peter Drobach; fifth, Edward Root. Time, 22:59½. Mile prize winners—Drobach, 3; Halstead, 2; Root, Carmen, Walker and Goullet, 1 each. George Wiley took the lap prize, leading for 24 laps.

Ten-mile motor-paced match.—Won by Elmer Collins, against Robert Walthour. Time, 16:29½.

#### C. R. C. A. Holds Run to Floral Park.

Twenty cyclists turned out for the final club run of the season of the Eastern Division, Century Road Club Association, to Floral Park, L. I., on Sunday, 27th ult. Leaving Columbus Circle at 8:30 a. m., the riders went over the Queensboro Bridge, through Jamaica and out Hillside avenue to the rendezvous. Upon arriving at the destination, Hees roadhouse, a short rest was taken, after which a series of races, both fast and slow, were put on. E. Schuber won easily, with F. Larsen and W. Fuchs away in front. Schuber put on high speed in the mile sprint, defeating Bert Baker and I. Taub easily. This concluded the sports program, and then dinner was announced, a call to which the riders responded with alacrity, having developed keen appetites. This was followed by a long rest, after which the homeward trip was made in leisurely fashion. The final standing in the club run competition will be announced shortly, and some surprises are promised to several who have been priding themselves that they were near the top of the heap, but who are due for some surprises in the compilations.



tacks of Clarke and Rutt to get by during the last five laps, leading Clarke over the finish line by half a wheel, with Rutt a similar distance back of Clarke. The second heat was at half a mile, and again Kramer led all the way, despite a side-by-side battle from Clarke in the last two and a half laps, with Rutt attempting to get by on the outside. Clarke was second and Rutt third. The match in both heats was as brilliant and clean as ever has been ridden in the Garden, and while testing Kramer's speed to the utmost, he displayed his perfect mastery of small track match racing.

Robert Walthour and Elmer Collins met in a motor-paced match at ten miles, and after Collins had overtaken Walthour in the second mile the latter's pacing machine broke its chain. Walthour continued the grind without pace and completed six miles and eight laps when Collins, whose motor ran perfectly, had completed the requisite ten miles.

Twenty-one riders started in the ten-mile professional event, which was won by



## LONG BRANCH HOLDS A TEAM RACE

**Bebée and Huhn Win Three Hour Grind by a Scant Foot—Sixteen Contestants Take Part.**

With four of the six surviving teams tied for the lead at the beginning of the last mile, which was fought tooth and nail over every inch of the way, the team of Warren Bebee and Louis Huhn won the three hours' team race of the Long Branch, N. J., Cycle Club on Thanksgiving Day, 24th ult., by the tight margin of a scant foot, running up a score of 58.4 miles in the 3:05:26½ of riding time. Second place went to the

sections occurred until the beginning of the last hour, when two more teams broke up. Jacobson, who was teamed with HcGinty, withdrew, and Norton, who was in partnership with Brown, dissolved that combination. Although both of these teams had lost several laps, the surviving members, McGinty and Brown, decided to continue and announced themselves as a team.

When the gun was fired for the last lap interest centered in the first four teams who were tied for the lead. The two second division teams, McGinty and Brown and Youmans and Bowman, were six and eight laps behind, respectively, and nothing could alter their standing in the final sprint, so they were overlooked. The men who rode the deciding lap for their teams

Cubberly, Bennett Woolley, Frank Dennis, Fred Wardell and James Walsh; starter, Charles E. Morris. Timers, Louis Wooley and Charles Morris. Summary:

Team	Dist.	Time
1—W. Bebee-L. Huhn.....	58.4	3:05:26.5
2—H. Huhn-F. Miller.....	58.4	3:05:26.5
3—A. Griffin-K. Huhn.....	58.4	3:05:27.5
4—W. Bebee-O. Hance.....	58.4	3:05:28.25
5—H. McGinty-H. Brown....	53.6	3:06:30
6—Youmans-Bowman.....	52	3:07

### Riders "Strike" After Schieder Assault.

An incipient "strike" of the cycle racers threatened to mar the games of the 65th Regiment Athletic Association, at Buffalo, on Friday, 2d inst. An assault was made on Joseph Schieder, the local champion, in the dressing room just before the first heat of the two miles lap race was called, and although a city policeman was present no arrest was made. Schieder has been cleaning up at all the meets with regularity, and it is claimed that jealousy on the part of some of the other riders supplied the motive for the attack. Schieder was struck over the head with a billy, but was not sufficiently hurt to prevent him from afterward going out on the track and winning first prize in the race.

The matter was placed before Dai H. Lewis, the Bison City representative of the National Cycling Association, but he stated that he had no power to interfere. The riders who backed up Schieder then voted to strike, but Lewis informed them that such a move meant permanent suspension, and they cooled down.

This is not the first time that attempts have been made to get the best of good men. Frequently cases have occurred where wheels have been loosened or axles tightened, to keep a rider from winning.

The announcement that Walter Andrews, the Toronto champion, would go to Buffalo in January to meet Schieder has caused quite a stir there. Andrews's leg, which recently was broken is entirely mended. The results of the 65th games were:

One mile novice—Won by J. C. Souter; second, W. C. Penseyres; third, E. C. Ziegler. Time, 2:32½.

Two miles lap race—Won by Joseph Schieder; second, E. C. Arens; third, Fred Schudt; fourth, Al Krushel. Time, 4:34½.

Two miles handicap—Won by George Hocter (180); second, Leo Wilcox (180); third, J. T. Nicolta (200); fourth, Ed Frank (205). Time, 4:32½.

### Youthful Cycle Thieves Confess.

Two youths of Newark, N. J., are lamenting today over their failure to stick to the straight and narrow road of honesty, for they are now suffering for the lapse of virtue which caused them to dispose of two bicycles which they had hired from a local dealer. One machine was sold in Elizabeth and the other in Westfield. The machines will be recovered and the boys have confessed. They were held for future action by the court.



LINE-UP FOR THE LONG BRANCH TEAM RACE

combination of Henry Huhn and Frank Miller, who also were credited with 58.4 miles for the same period. The team consisting of Arthur Griffin and Karl Kuhn finished third with 58.4 miles; time, 3:05:27½. Wilson Bebee and Oakley Hance were fourth with 58.4 miles; time, 3:05:28¼. Fifth place was taken by Howard McGinty and Howard Brown, who reeled off 53.6 miles in 3:06:30, and last place was held down by Elbert Youmans and George Bowman. They rode an even 52 miles in 3:07.

Eight teams were represented on the line when the starting gun was fired at 9:20 a. m., as follows: Warren Bebee-Louis Huhn, Henry Huhn-Frank Miller, Arthur Griffin-Karl Huhn, Wilson Bebee-Oakley Hance, Jacobson-McGinty, Brown-Norton, Haagan-Earle, Elbert Youmans-George Bowman. The race was held on a trotting track, eight-tenths of a mile in circumference. Excepting for a high wind which affected the riders more than it did the spectators the weather was excellent and a large crowd was on hand to witness the final event of the season on the local cycling calendar.

After sort of feeling each other out for a few laps, the men settled down to a steady grind with frequent spurts in attempts to steal a lap. These, however, were not very successful, as the men were on the alert and the only losers were the second division teams. The first to quit were the Haagan-Earle combination, leaving seven teams in the race. No more de-

were Warren Bebee, Henry Huhn, Arthur Griffin and Wilson Bebee.

Amid cheers and yells from the crowd the men rushed down the track at a hot gait, struggling desperately to pull away from each other. Toward the last Warren Bebee and Huhn forged ahead a few inches, and it was a toss up as to which of the pair would win, but in the last few yards Bebee made a supreme effort and



THE WINNING TEAM

poked his wheel across the tape a foot ahead of Huhn. Griffin and Wilson Bebee also had a hammer and tongs scrap for third place, the former capturing it by inches.

The race was held under N. C. A. sanction, the officials being the following: Referees and Judges, Frank West, Hayes



**Boehm Captures Racycle Handicap.**

Remarkably good handicapping produced a close and exciting finish worth going miles to see in the Racycle Bicycle Club of Baltimore, Md.'s 12 miles amateur handicap road race over the Shell Road course on Sunday, 4th inst. The event was originally scheduled for Thanksgiving Day, and was postponed on account of the bad condition of the course due to rain the night before. But eight seconds separated the three first men home, and the struggle in the last mile for winning honors was a corker. Edgar Boehm, of the Lafayette Bicycle Club, a scratch man, made an excellent showing and captured both first place and time prizes. His time was 32:08. Second place went to Wilbur Lentz, a four minute man, by the close margin of one second, giving Frank Martin third honors. Ernest Sampson, the fourth man home, also captured second time prize.

A large crowd witnessed the race, the success of which largely was due to the energetic Bob French, who promoted and managed the affair. First place prize was a silver cup donated by the Pope Mfg. Co., and first time prize a pair of Fisk tires, given by the Fisk Rubber Co. There were 22 place and four time prizes, all merchandise, and, in addition, a special prize of a Persons saddle donated by the Persons Mfg. Co., for the first member of the Racycle club to finish. This went to Wilbur Lentz. The time prize winners were Edgar Boehm, Ernest Sampson, T. Welsh and W. Lentz. The results in detail are given in the following table:

**Place Winners.**

Rider and Club	Handicap	Actual Time
Edgar Boehm, Lafayette...	Scratch	32:08
Wilbur Lentz, Racycle.....	4:00	36:15
Frank Martin, Racycle.....	5:00	37:16
Ernest Sampson, Racycle.....	3:30	35:47
George Sauters, unattached....	8:00	42:22
F. Koezmarek, Lafayette.....	7:00	41:35
Charles Thoms, Crescent.....	3:30	38:25
A. Leimbach, Crescent.....	4:00	41:06
T. Sandhorn, Crescent.....	4:00	41:07
T. Welsh, Racycle.....	Scratch	36:06
G. A. Miller, Crescent.....	3:00	39:07
H. Kamnan, Highland.....	3:30	40:50
A. E. Schmidt, Lafayette.....	5:00	42:21

A. J. Baker, Crescent.....	3:00	40:35
Charles Leitney, Lafayette....	6:00	43:45
Fred Mark, Highland.....	2:00	47:26
E. Dorschell, Crescent.....	5:00	51:00

**Key West Holds a Cycle Road Race.**

Key West, Fla., that isolated dot in the Florida straits, where good cigars come from, does not get on the map in a sporting way very often, but it got into the lime-light on the 28th ult., by putting on a six miles handicap bicycle road race. Or rather the Century Club of that island town did. George Stricker, a distance man, was first home in a field of 20 and captured first place prize, a pair of Walkover shoes, quite appropriate inasmuch as he had almost a walkover. Gabriel Lowe took second and was rewarded with a box of cigars, while R. Peckwood checked in third. He received a mandolin. First time prize, \$5 in gold went to John Quinn, who also captured eighth place prize, consisting of theater passes for one month. Quinn's time was 19:50, exactly one minute faster than H. Peckwood, second time prize winner, who received \$3 in cash. The other place prize winners in their order of finish were as follows: 4, Frow Russell; 5, George Perpall; 6, Charles Albury; 7, W. Russell; 9, Ray Lewin; 10, Joseph Lester; 11, Fred Sands; 12, Eugene Thompson; 13, Winfield Roberts. Quinn and Peckwood, in accepting money prizes, become professionals.

**C. R. C. of A. "Hares" Beat "Hounds."**

Dashing pell-mell through streams that were real wet and cold, and through barbed wire fences and other obstructions, a team of four "hares" on bicycles outran a team of "hounds" similarly mounted in the Century Road Club of America's hare and hounds chase over a 12 miles course near Manhasset, L. I., on Sunday, 27th ult. Centurion Herman Geller led the victorious hares and Captain C. L. Fortenbach was chief hound. The hares were given ten minutes start, and although they left a trail of red confetti behind them they gained steadily on the hounds and reached the rendezvous 20 minutes ahead of their pursuers, finishing the run in an hour.

**Buffalonians Race at 74th Armory.**

Two exciting bicycle events, a mile handicap and a two miles lap race, helped to make the opening indoor meet of the season at the 74th Regiment armory, Buffalo, N. Y., on Saturday night, 26th ult., a most successful one. The mile handicap proved one of the best numbers on the card, but the lap race was marred by a big spill in the final, which was run over again and left a bad taste in the mouths of several because of an unpopular decision. Four heats were necessary in the handicap to cut down the field for the final. In the heats distance men won three, while Edward Delling, a scratch man, came home first in the other. The second heat was the fastest of the four. In the final Joseph Schieder, the local Y. M. C. A. crack, made a brilliant ride from scratch and was beaten by only two-fifths of a second by H. N. Kriegbaum, who had 110 yards. Delling, a scratch man, was third. Schieder, however, had the satisfaction of hanging up a new armory record, 2:09 $\frac{3}{4}$ . Schieder had better luck in the lap race, and scored 70 points, the most points of any of the heat winners, and in addition rode the fastest trial heat. First and second men in each of the three trial heats qualified for the final. The other heat winners were Fred Schudt, 54 points, and Herbert Kriegbaum, 51 points. In the fifth lap of the final all fell except Schieder, who was fortunate enough to escape and romped home an easy winner. Time, 4:40. Delling, who lost a lap by the spill, remounted and finished second, but the referee would not allow it, and ordered the heat re-run to decide second, third and fourth places, although he gave the race to Schieder. In the run-off Al Krushel was second and Fred Schudt third, Delling being a poor fourth. The referee's ruling, which was not altogether popular, seemed to rob Delling of his courage in the run-over, and he apparently did not try to make a good showing. A large crowd was present.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street. New York City.



## This Inlaid Cuckoo Clock FREE, with NEVERLEAK TIRE FLUID

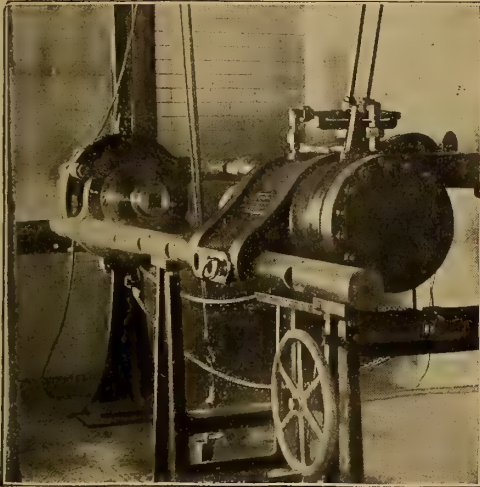
Thirty-three NEVERLEAK Tire Fluid Certificates bring this elegant, hand-carved, genuine Imported Cuckoo Clock, FREE. Case is of walnut, inlaid with ash, ebony and mahogany decorations. It's a winner.

For big business you should handle the marvelous NEVERLEAK Tire Fluid, the one fluid that automatically closes bicycle tire punctures without the rider having to dismount. One NEVERLEAK Certificate goes with every dozen tubes. The tubes go like hot cakes. See your jobber about it today.

**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**



# THERE'S A DIFFERENCE Between Pope and Other Bicycles



100,000 Pound Testing Machine

## THE SELECTION AND TESTING OF STEEL

THE steel used in Pope bicycles is not only of the highest grade, each kind for its particular place, but is not ordered of the steel makers until the exact properties required for the different purposes are accurately ascertained by scientific tests. Our illustration shows the 100,000 pound hydraulic testing machine for tension and compression. This machine will correctly determine the force necessary to break any material from a needle to a heavy steel bar. By means of this machine and other appliances for ascertaining the effects of vibratory strains, we have been able to discover the exact qualities of steel required in each individual part, and by the same means in conjunction with the chemical and metallurgical laboratory we are enabled to maintain these qualities with unflinching accuracy.

Thus all our cranks are forged from a special high carbon steel made for us exclusively under our own formula. It costs more and is slower to machine, but it makes a stronger and better crank. Harveyized steel cups and cones produce bearings superior to any others. The steel balls used on the bearings are grade "High Duty AA," gauged to within 1-10,000 of an inch. The handle bar stems are made from steel forgings, instead of iron castings, which are common in many other makes. And there are many other points of superiority.

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In selecting your new motorcycle, study the Excelsior Auto-Cycle and the details that make the perfect machine.

The clean-cut, straight-line frame, free from sharp curves or angles. The lowest and most comfortable saddle position ever attained in a road machine. The powerful, rational speed motor that will run all day and day after day without over-heating or lubrication troubles. The flexible belt transmission and free motor effect that enables you to run as slowly as you like and ride hills and bad roads that would be utterly impassible with a positive drive machine. The positive controlling mechanism made up of steel rods and drop forged levers that will not wear loose or break. The generally business-like and dignified appearance that instantly proclaims

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Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



## SEATTLE MOTORCYCLE CLUB EXCURSIONISTS



Motorcycling is gaining a stronger hold all the time in Seattle, Washington, and the Seattle Motorcycle Club is thriving correspondingly. The picture shows some of the club members about to start on a trip to Mt. Tacoma.

## F. A. M. Protection Seal Proves Good.

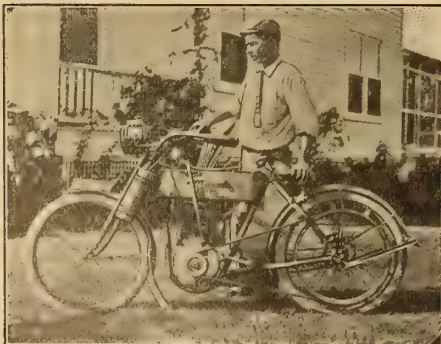
Convincing proof that the F. A. M. reward transfer, which is one of the benefits of membership, is of real value is to be had in the payment by National Treasurer Gibson this week of \$25 to C. E. Anderson, of Boston, Mass., for information leading to the arrest and conviction of E. F. Linton, of Somerville, Mass., for the theft of an Indian motorcycle from H. W. Robinson, of Waltham. Anderson, who is an F. A. M. member, happened to be in the store of George N. Holden in Boston one day in October, when a man who was trying out a twin Indian with a view to purchasing it brought the machine into the establishment to get Holden's opinion as to its condition. Anderson upon looking at the number on the engine remembered that it coincided with that of a machine which had been ad-

vertised as stolen from Robinson, and the police were notified. As told in the Bicycling World a few weeks ago, Linton's arrest speedily followed, and he confessed and was sentenced to prison for three years. Anderson put in a claim for the reward, as the machine bore a protection transfer, and his claim has been recognized and liquidated. This is the first conviction secured through the medium of the protection seal.


## Big Judgment Against Motorcyclist.

Judgment for \$1,500 has been entered against a motorcyclist of Providence, R. I., who, it is alleged, knocked down a nine year old girl, Catherine Schultz. The statement was made to the court that three splinters were removed from the child's brain after the accident. The defendant, George E. Parkinson, lost the case by default.

## TOOK MACHINE TO EUROPE



Ben E. Wilson, of Miami, Florida, toured England and the Continent on his Harley-Davidson. Three punctures his only trouble.



**BICYCLE GOODS**  
**Motorcycle Supplies**

We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.

**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

**1911** Proposition on Bicycles and Bicycle Tires Now Ready

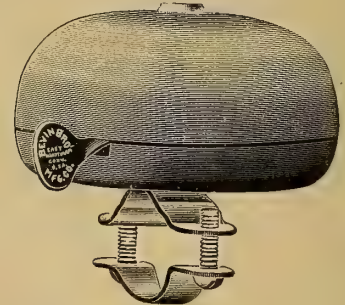
Write for Prices

**SIDNEY B. ROBY CO.**  
Rochester, N. Y.

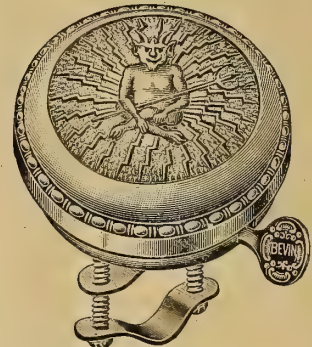
# Bevin Bells



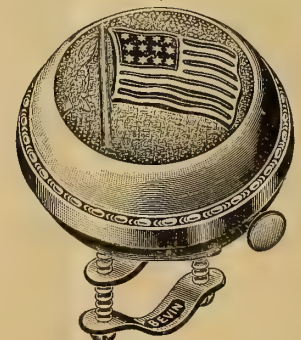
Here is a Bevin



and Another Bevin



Likewise a Bevin

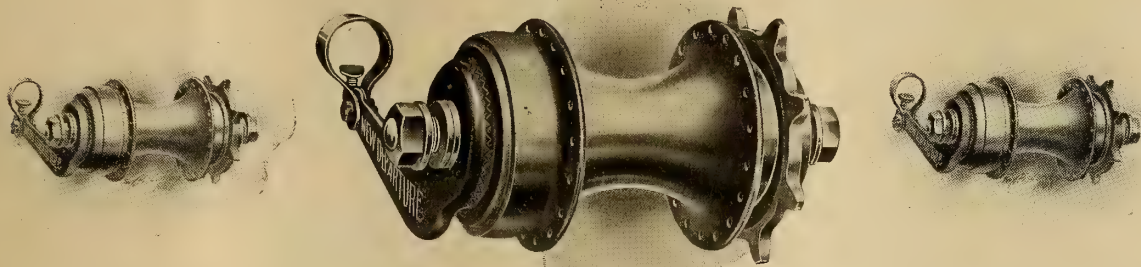


Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

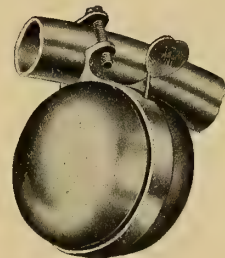
Specify New Departure coaster brakes on new wheels; purchase a few loose bells from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



### THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors





Ours  
Are  
Quality  
Goods



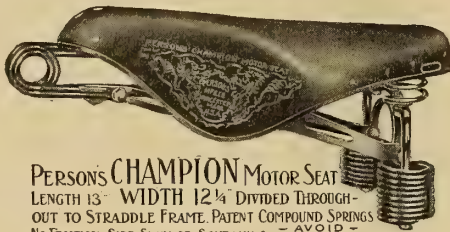
PERSONS NEW RACER  
Length 12 inches Width 6 1/2 inches

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Tops  
Made of  
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LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS  
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Have the rough roads jarred your backbone up into your skull? Are your eyes dancing and your head throbbing? They wouldn't be if you rode



the only motorcycle with a Spring Frame and Spring Fork—the easiest riding machine on the market. Glad to send catalog "D."

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## A Two Speed Motor

IRRESPECTIVE of the advantages offered by riding a high class motorcycle such as the N. S. U., you may also have a two speed and free engine

clutch that has done the trick, in the proper way, for over seven years. It eliminates hard starting, it crawls in traffic and surmounts the steepest mountain without any wear or tear on the mind, body or machine.

*Write us before you buy unwisely.*

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☐ 20th Century Lamps are on sale by jobbers and dealers everywhere. Electrotypes for 1911 catalogs are now ready.

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For 1911

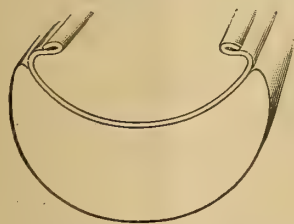
in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

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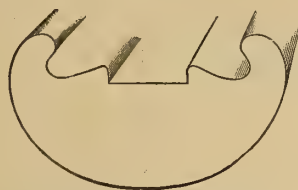
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we can save you money because we have the

## EXPERIENCE —AND THE— FACILITIES

Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

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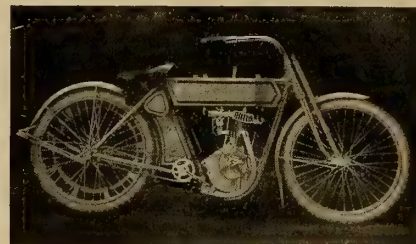
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THE people who most of all might be inclined to doubt that there are improvements in the 1911



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motorcycles over 1910 are those who are riding the 1910 models. Many of them have told us that the machines could not be better. Nevertheless, by the use of vanadium and chrome nickel steel, by the fitting of a device that keeps water and mud where they belong, by refinements in the engine design and by a still further lowering of the saddle position without decreasing the ample road clearance, we have produced a line of five models that are even better than the 1910 Harley-Davidson—and we know of no higher praise.



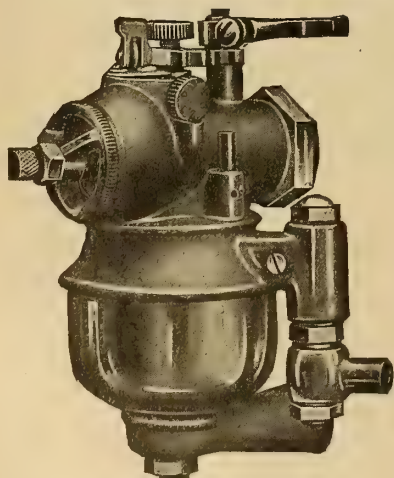
Harley-Davidson Motor Co.  
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Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nicked and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor,

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And McReynolds says:

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IF YOU RIDE A  
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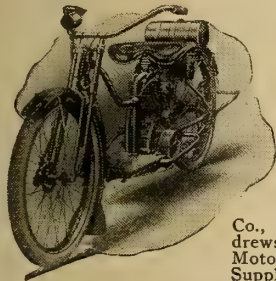
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1911 4 h.p. Yale, \$200

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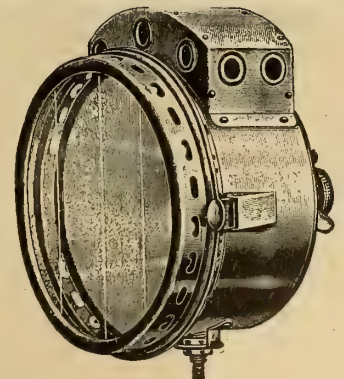
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Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
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Bicycle, Motorcycle and Automobile Tires saves time and dozens of valve springs; don't be without one. Sold by jobbers.

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**Special Stampings**  
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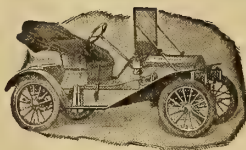
**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



**Star Ball Retainers**

**WHO? Tell Us**

**The Star Ball Retainer Co.**  
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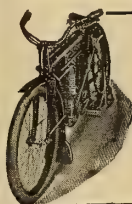
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

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Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

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**1910 Money Makers**

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GOODS will PLEASE you.

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Made by **LOUIS RASTETTER & SONS**, Fort Wayne, Ind.

**TO THE LIVE MAN** interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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Enclosed find \$2.00 for which enter my subscription to  
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wheels must have  
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There is nothing that gives more value for the  
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MORSE TWIN CHAIN  
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NOISELESS IN MUD,  
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ALWAYS EASY RUNNING

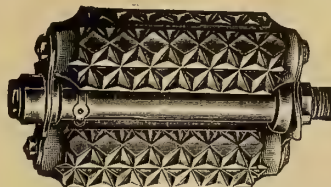
The only chain having FRICTIONLESS  
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SEND FOR CATALOGUE AND TRADE  
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FOUR STORES.

Get our catalogue of bicycles and bicycle goods.

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with Fibre Friction Shock Absorber, are  
Superior.

SEND for list of bargains previous to our  
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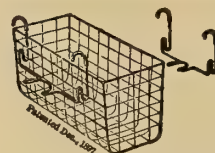
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## DUCKWORTH CHAINS

Whether for bicycles or motorcycles they always are  
in demand, and not to carry a stock of them is to lose  
business. Duckworth Chains are the standard.

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BICYCLE LUGGAGE  
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Best thing for the purpose ever put on the market.  
In use all over the United States. Can be put on or  
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is popular. Write for Prices.

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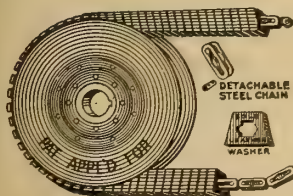
## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

## Collapsible Funnel

for chamoising gasoline and filling motorcycle  
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clean. Size collapsed, 31-4 x 11-4 inches. Price 75c. (including postage).

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EMPIRE TIRE CO., Trenton, N.J.

## We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

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That's the verdict of the users of 80 per cent of the high-grade American bicycles.

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mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

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for motorcycles always



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Let us have a look at your specifications, let us know your needs. We can give you interesting figures at this time.



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Get catalogue and prices.

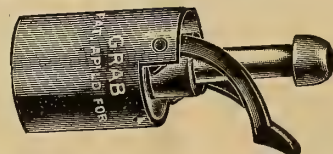
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An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

IT'S THE GRAB CONNECTION

Price Each  
25c.



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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

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# Our New Style 1911 Product



**NEW** Pinching and Crimping of  
**FLAP** Tube Entirely Eliminated

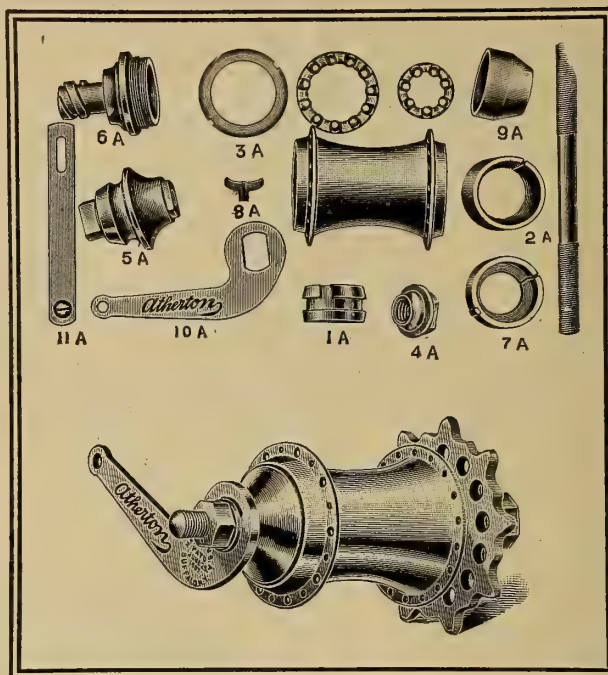
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mark another advance in  
coaster brake construction,  
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# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
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**IT AFFORDS** { Perfect Braking — Absolutely Free Coasting  
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Licensed Coaster Brake Manufacturers



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE Co.**  
Indianapolis, Ind.



# FISK *Quality* BICYCLE TIRES

CONSIDER the thousands of wheels now in use made by the Iver Johnson, Pierce, Pope, Snell and Yale Companies, on which Fisk Bicycle Tires are the standard equipment.

Then add to this other thousands who have changed their equipment to Fisk—as shown by our sales to users other than manufacturers—and it will be seen that he who rides on Fisk Bicycle Tires rides in a large company of discriminating wheelmen, who not only appreciate the value for the price but also the many styles and grades to pick from. Write for illustrated booklet.

**Wear—  
and Wear—  
and Wear.**

*Dealers should write for particulars of the Fisk line*

**THE FISK RUBBER COMPANY**  
Department E  
Chicopee Falls, Mass.

*Branches in Twenty Cities*

## TWO WINNERS

are shown herewith in L. S. Taylor and his Emblem twin. On a single 4 horsepower he has defeated the pick of machines and riders, winning from two cylinder machines of much higher power. At Portsmouth, O., he was put on scratch with two cylinder competitors and then took three firsts, finishing second in the remaining race. He defeated an aeroplane, a feat which others have since failed to duplicate; won three firsts at Powell, O., and made the 100 mile dirt track record for belt driven machines on the same 4 horsepower, at Columbus, O.

**THE EMBLEM IS BUILT FOR  
TOURING AND PLEASURE BUT  
IS ALSO A RACE WINNER.**



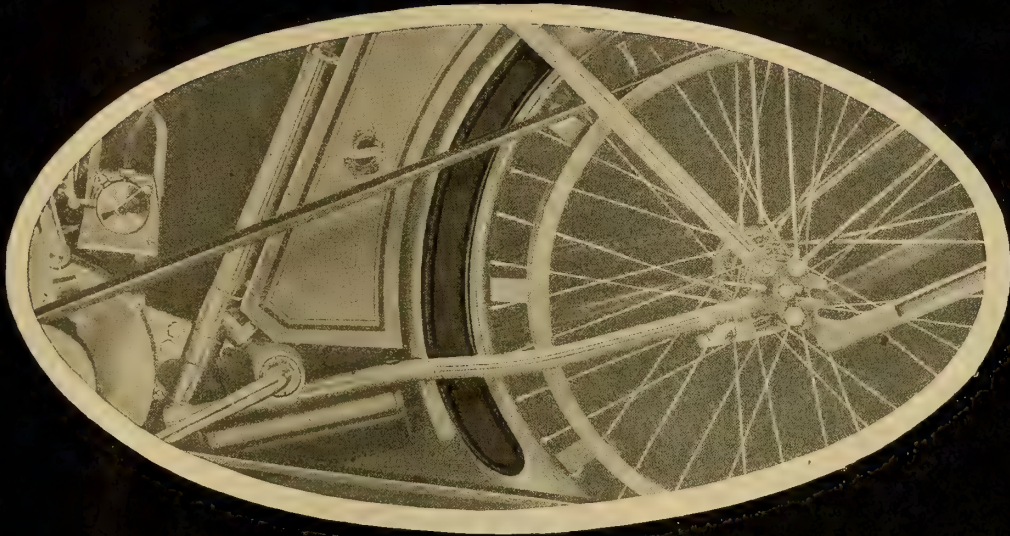
**EMBLEM MANUFACTURING CO.**

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



## JUST ONE OF THE 1911 HARLEY-DAVIDSON IMPROVEMENTS



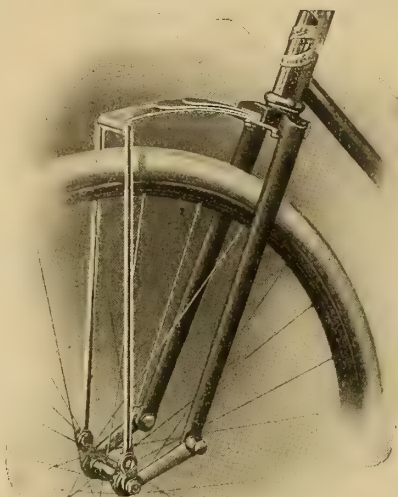
BELT PROTECTOR ON 1911 HARLEY-DAVIDSON

- ¶ Experienced riders will realize the importance of this effective device, which does all we claim—it keeps sand, mud and water away from the belt, and the riders clothing at all times.
- ¶ Patent has been applied for, so that this feature will be found only on the Harley-Davidson.
- ¶ Remember—this is but one of the improvements—investigate them all.

SEND FOR ADVANCE CIRCULAR

HARLEY-DAVIDSON MOTOR CO.  
MILWAUKEE, WISCONSIN





## The Greatest Hit of Recent Years

IS THE

## POPE SPRING FORK

### With 1911 Improvements

THIS device which may be fitted to all Pope name plate bicycles is another of the exclusive and original features for which Pope Bicycles have always been famous.

#### A Revelation to Dealers and Riders

The Pope Spring Fork, introduced in 1910, adds greatly to the rider's comfort by materially improving the riding qualities of bicycles so equipped. It is simple in construction, yet thoroughly practical and has already proved a revelation both to the rider and to the trade.

#### Pope Spring Fork Has Increased Bicycle Sales

Wonderful gains in the sales of Pope Bicycles equipped with this Spring Fork has resulted in great benefit to our dealers everywhere.

#### Adds to Rider's Comfort

The Pope Spring Fork fills a long felt want. With it, there can be no sudden or exaggerated jolts in bicycling over rough or uneven roads.

#### Pope Spring Fork a Valuable Asset

The Pope Spring Fork is a valuable asset both to dealers and to riders.

**THE POPE MANUFACTURING CO., Hartford, Conn.**

# Pennsylvania BICYCLE TIRES

== For 1911 ==

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



# Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

## The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c. a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

**THE GOODYEAR TIRE & RUBBER COMPANY, Main Street, Akron, Ohio**

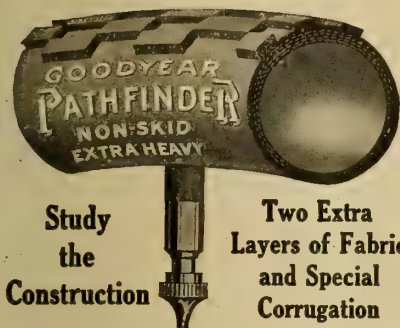
BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburg, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 111 N. Akard St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721 23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join our dealers—in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? Write us today and see how much more money there is in it for you.



Study  
the  
Construction

Two Extra  
Layers of Fabric  
and Special  
Corrugation



"The  
Most  
Comfort-  
able  
Motor-  
cycle  
in the  
World"

The only motorcycle with a Spring Frame and Spring Fork. No bumping, jarring or shaking with



It makes all roads seem smooth and affords a greater amount of solid comfort than any machine on the market.

Send for catalog "D."

**Merkel-Light Motor Co.**  
POTTSTOWN, PENNSYLVANIA  
MEMBERS OF M.M.A.

# N. S. U.

The Oldest  
of  
Two-Speed  
Motors

THE N. S. U. motorcycles have solved the problem of comfortable motorcycling—they offer unfailing service year in and year out and you may expect to eliminate by riding one of them all troubles which you have heretofore experienced in other makes. Remember, too, the N. S. U. is the oldest two-speed motorcycle on the American market.

**There's Nothing Experimental in the N. S. U.**

Write for literature before you buy unwisely.

**N. S. U. MOTOR COMPANY**  
206 West 76th Street  
NEW YORK



"Quality Means Economy—Racycle Means Both"

## WHICH DO YOU PREFER?

To walk, and push your motorcycle up the hill, or  
Ride up the hill on a 1911 Racycle with Free Engine Clutch?

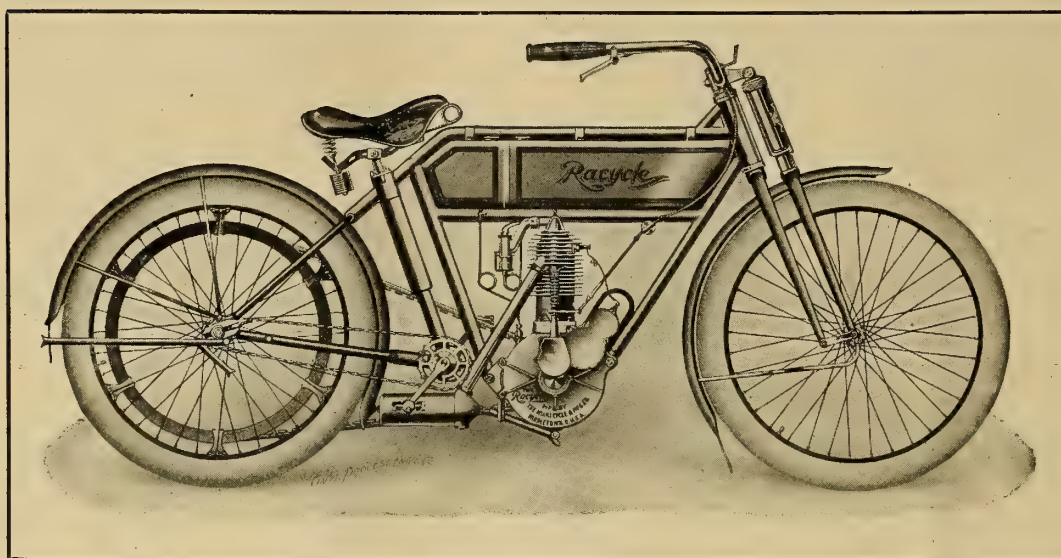
Would you prefer to jolt yourself half to death over rough country roads or city cobble stones on an ordinary motorcycle, or

Would you rather ride smoothly along without jolt or jar on the improved 1911 Racycle Spring Seat Post?

Flat Belt  
with Idler

Battery or  
Magneto

Spring Seat  
Post



V Belt with  
Free Engine

Ball Bearing  
Engine

Musselman  
Brake

## The 1911 Racycle Costs You No More

with these comforts and conveniences than an ordinary motorcycle does without them. Don't buy an ordinary motorcycle and then regret it or try to trade it off, but get the up-to-date, easy starting and easy riding Racycle and you will always have the laugh on the other fellow.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

We will be glad to see you at our exhibit at the New York Automobile Show, January 16th - 21st, Space 706, Balcony

**THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio**

Members M. M. A.

### DISTRIBUTORS:

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GUS. HABICH  
Indianapolis, Indiana

EDWARDS-CRIST MFG. CO.  
1150 Jackson Blvd., Chicago, Ill.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, December 17, 1910.

No. 13

## FINDS SOUTH IS BUYING EARLY

**Davidson's Trip Discloses Heavy 1911 Demand for Motorcycles—Orders Indicate Confidence of the Dealers.**

Business in the South, so far as motorcycles are concerned, is going to be good during the coming year, according to Arthur Davidson, general sales manager of the Harley-Davidson Motor Co., who recently started on a circuit of the Southern territory and who, at Savannah, Ga., was asked to give his ideas of the situation. Davidson was much pleased with the reception given him in Savannah, which proved so agreeable that instead of staying only one day he remained three days.

"I have only been traveling through the South for ten days," Davidson said, "but already I find a big increase in sales over what I found on my last visit two years ago. Those of our dealers on whom I have called express the opinion that next summer will be the banner year for motorcycles in this part of the country. I know this to be their real view, by the orders I have taken for deliveries before the first of March.

"I am going still further south than Savannah, taking in the whole of Florida and then starting back home in time for Christmas. After that I shall start on my Western trip, which I think will be just as successful as this one. At this time of the year most of our business is done in the West and South, while our business in the North starts in the spring. We have felt for some time that next year will be the largest in the history of the business, and for this reason we have increased our output to 8,000 machines and are increasing

our factory to a capacity far in excess of this figure."

## Motorcycles Staged at Wichita Show.

To Wichita, Kan., belongs the honor of being early on the automobile and motorcycle show circuit of 1910-1911. The exhibition opened on Monday, 5th inst., and had two motorcycle exhibits, that of the Central Cycle Co., which had a very attractive display of Excelsior motorcycles, and the Jones Bicycle & Sporting Goods Co., which showed N. S. U. and R-S machines as well as bicycles and sundries.

## Buffalo Jobbers Take More Space.

Joseph Strauss & Sons, of Buffalo, N. Y., jobbers in cycle and motor goods, have expanded their quarters at 215-17 Genesee street, and have acquired the second floor for a stock room and sample room. The addition doubles the size of the company's stock room as well as the office space. Preparations are being made for a record breaking season in 1911.

## Distributing Hudsons in Los Angeles.

John T. Bill & Co., of Los Angeles, Cal., have commenced the southern California 1911 distribution of Hudson bicycles, for which they have the agency. A carload of the machines has just been received, and their division among agents has begun.

## Scott-Hamburger on Jobbers List.

Extensions continue in the list of jobbers approved by the National Association of Bicycle Jobbers. The Scott-Hamburger Tool & Supply Co., of Denver, Col., has been given official recognition.

## Smith to Handle the Excelsior.

A. O. Smith, of Blood's, Ill., has taken up the motorcycle business. He will handle the Excelsior.

## BRADY TAKES OVER THE DETROIT

**Automobile Men Back Motorcycle Project Involving Reorganization with More Capital—Big Production Planned.**

More of Michigan's automobile men are taking up the motorcycle manufacturing industry, as is indicated by the announcement that James J. Brady, formerly vice-president and factory manager of the Chalmers Motor Co., has become president and general manager of a new company in Detroit, known as the Detroit Motorcycle Co., and which is to take over the Detroit Motorcycle Mfg. Co. The latter company has for some months been making the motorcycle styled the Detroit, and this machine will be the basis for the new company's product during the coming year.

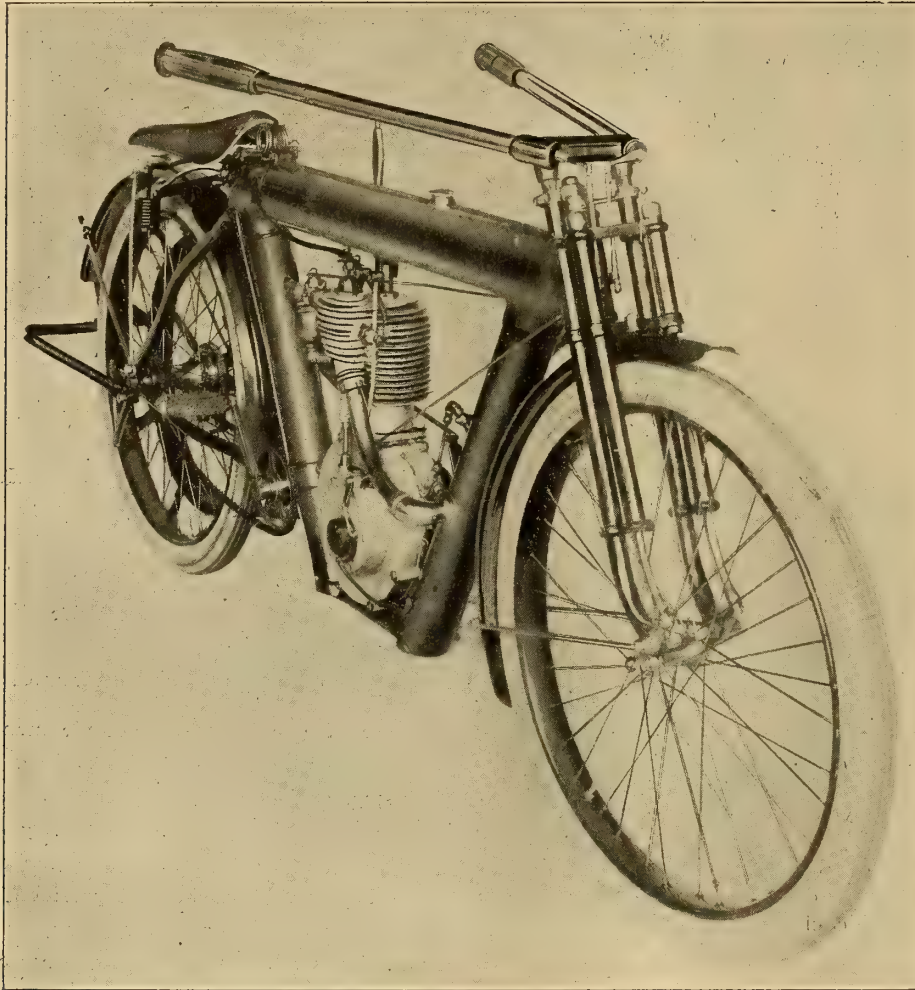
Brady, the head of the new company, last spring sold out his extensive holdings in the Chalmers Motor Co. and the Hudson Motor Car Co. and retired with a fat fortune, but the attractions of the motorcycle field tempted him and he is the chief backer of the new company, along with James Flett, superintendent of the Timken-Detroit Axle Co.; William J. Nagel, formerly deputy city controller, and Judge William F. Connolly. The direct factory management will be in charge of Flett. The capital stock of the company is \$10,000, according to the incorporation papers, but it is to be increased to \$100,000 in the near future. For the present, it is stated, a factory building will be leased in order to get quantity production under way at once, but the company plans later to build a large new factory of its own.

In discussing the new project, Brady said:



"In my opinion, the motorcycle will be the popular vehicle of the future. The motorcycle is cheap to buy, operate and maintain; it is light and compact; parts breakage and tire wear are necessarily low.

tion, we have a neat, compact, light, easy-riding machine with a powerful steel frame and all the essential parts secured from dirt, water or weather in the hollow interior of the three legs of the frame.



FOUR HORSEPOWER DETROIT, WITH TANKS IN THE TUBING

Hence, the motorcycle will always be popular.

"Our machine is new in design, containing some unique features. The whole frame is built of heavy seamless steel tubing. The upper cross member contains an aluminum case which will hold two gallons of gasoline. As the machine will travel from 80 to 100 miles on a gallon, this supply is deemed ample for all ordinary uses. The front upright member contains in its upper half an aluminum case for lubricating oil; the lower half contains the muffler so arranged as to heat the oil case and keep the oil fluid in the coldest weather. The rear upright member contains in its upper half the tool kit and batteries, and in its lower half the coil. Thus everything except the motor is encased in the members of the frame, and this plan does away with that unsightly and slovenly appearance presented by many motorcycles which have a battery box hitched on one place, an oil can on another and a gasoline tank somewhere else.

"As the result of our plan of construc-

"We contemplate building 250 machines per month during 1911; we have had three models on the road for the past six months, subjecting them to the test of road conditions in different sections of the country. Our models have been perfected in this way, besides which a gratifying volume of orders from the trade has been secured."

#### Dealers' Association Progressing.

Bigger quarters are being sought for the meetings of the Cycle and Accessories Association of Greater New York, Inc., as it was found at the December meeting that the rooms at New Amsterdam Hall, on 54th street, were too small in view of the great increases in membership and attendance. The meeting which took place on the 5th inst. was given over chiefly to matters relating to the association's immediate task of building up the membership, and plans were discussed for the promoting of receptions, entertainments, stag affairs, smokers, business talks, appointments of visiting committees and other steps for the establishment of bonds of friendship and

sociability among those whose interests are concerned in the objects of the association. From an intending jobber in New York City a letter was received and was read to those present, the communication asking for the support of the dealers and manufacturers to enable the communicant to get on the official jobbing list, and threatening that if his request were not granted he would import cycles and accessories from foreign countries and undersell the corresponding articles of American manufacture. The discussion that followed brought about the adoption of a resolution on the part of the association: "That the association at all times, whenever possible, will prefer goods of American make as against those of foreign manufacture."

#### Increases Motorcycle Investment.

With six Harley-Davidson motorcycles already numbered among its purchases for the year, the Central Union Telephone Co., of Indianapolis, Ind., has bought a seventh, and the Indianapolis agent of the Harley-Davidson Motor Co., Milwaukee, Wis., sees indications that he will sell the Telephone company several more in the near future. The Telephone company is using the Harley-Davidson exclusively, and is proving the efficacy of the motorcycle for telephone emergency and inspection work in a very thorough way.

#### Tormey Again Espouses the Thor.

J. S. Tormey has returned to his first love, the Thor motorcycle, and is to represent the Aurora Automatic Machinery Co.



J. S. TORMEY

in middle western territory, traveling for the good of the Thor. Until recently he was with the Excelsior Supply Co., but before he went with the Excelsior he had considerable selling experience with the Thor.



## EMBLEM OFFERS MANY OPTIONS

### Fifteen Variations in Three Standard Types

—Ball Bearing Motors and Spring  
Seat Posts Featured.

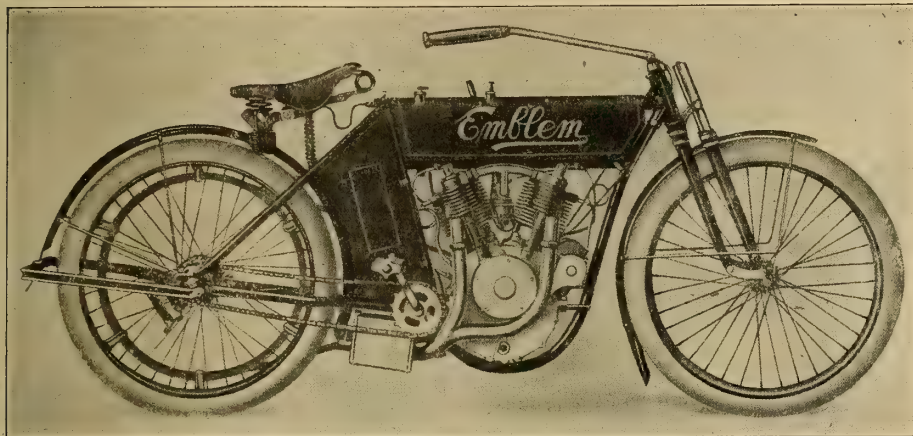
Offered in no less than 15 different models carrying a wide range of options and at least one distinct innovation—a free engine clutch in conjunction with an idler on the flat belt models—the 1911 line of Emblem

with flat tops and have three rings with stepped cuts. Large flywheels with cutout webs and balance weights make for smooth running. The cylinders are set into a deep cup formed in the engine base and are held by four studs passing through a square base plate cast on the cylinders.

The carburetor is of Emblem design with adjustable gasoline needle regulation and auxiliary air valve. It is coupled directly to the inlet port. Batteries and coil carried in a metal waterproof case between

Eclipse, Corbin or New Departure hub types, while a band brake is supplied on the racing models. The bars are long, of moderate V pattern, rigid and have double stems to prevent turning. Double grip control through flexible cables and rods is employed.

In the novel spring seat post, another new Emblem feature, is apparent a recognition of the desirability of adequate spring suspension for the rider. The spring seat post is mounted low on the rear forks, giving a low saddle position well over the rear wheel. A vertical helical spring carries the load and a flat horizontal spring attaching to the regular seat tube prevents the saddle from turning. The device is said to be exceptionally comfortable. Wheels are 28 inches and are shod with  $2\frac{1}{2}$  inch tires, either Kokomo, Empire or Diamond, as specified. Wide corrugated guards are fitted. Carmine is the standard finish with options of either French gray or black.



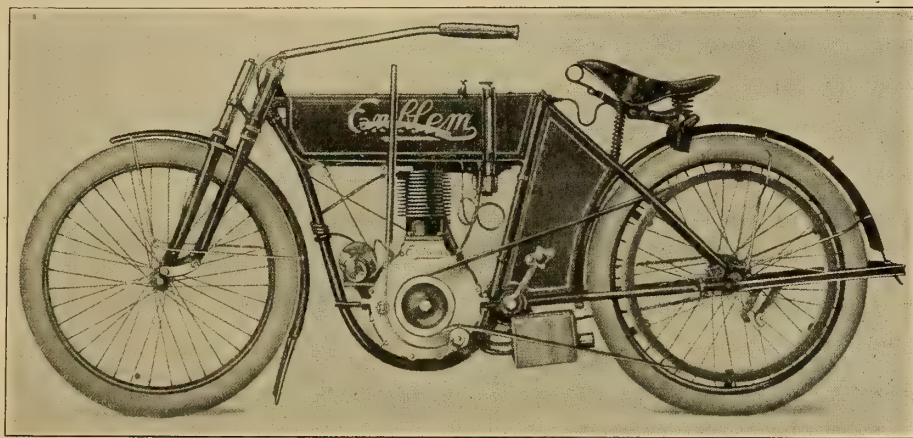
SEVEN HORSEPOWER EMBLEM TWIN CYLINDER

motorcycles manufactured by the Emblem Mfg. Co., Angola, N. Y., is unusually complete. There really are but three fundamental models: Four and five horsepower singles, and a seven horsepower twin, which are supplied with either magneto or battery ignition, flat or V belt, free engine clutch, and in semi-racing type with dropped frames. In standard form, the four horsepower model lists at \$200, the five horsepower at \$225, and the twin at \$275.

With the exception of the variations in motor dimensions, all models practically are alike. The frame is of the standard loop pattern with double truss bars, and the tubing is strengthened with an internal triangular bridge extending its full length, an exclusive Emblem feature. Additional reinforcement is provided in the steering head by a web placed where the forward tube ends are joined. The wheelbase on all models is 56 inches. Engines are interchangeable throughout. Forks are of the compound plunger type with a large coil spring contained in a telescoping barrel on the forward member.

In the motors up-to-date practice is indicated by the use of double annular ball bearings on both ends of the main shaft and the connecting rod big end. A hollow wristpin is used. Cylinder and head are cast integral, with deep flanges, and have an air space between the cylinder and exhaust chamber to facilitate cooling. The valves, parts and exhaust tubes are large, making for maximum power and efficient cooling. Automatic inlet valves are used on all models. Pistons are rather short,

the seat tube and rear wheel are the standard ignition on the singles. A Herz magneto is supplied for \$25 extra and is standard on the twin. Both ignition systems



FIVE HORSEPOWER EMBLEM, WITH FLAT BELT

are interchangeable on all models, and provision is made for double ignition. The Eclipse free engine clutch is offered as an extra on all models for \$15, including those with flat belt and idler or tension device. All belts used are of leather. The flat belt is  $1\frac{3}{4}$  inches wide and the V type  $1\frac{1}{2}$  inches.

Lubrication is by gravity feed from a two quart compartment of the combination copper tanks. The gasoline capacity is two gallons and both reservoirs are fitted with inlaid sight gauges for indicating the level of the fuel or oil. A needle shut-off valve built into the gasoline tank is provided. For brakes, choice is offered of the

is afforded. The automatic, non-adjustable carburetor equipped in 1910 will be used, with air control situated on the handlebar in connection with the ignition and fuel control. Options, as usual, will be allowed on tires and other accessories.

### Death of Thomas Humber, Cycle Pioneer.

Thomas Humber, father of the English cycle industry, died on November 24, at the age of 60 years. He was a pioneer in the building of both high and safety bicycles, and it was largely through his experiments, efforts and persistence that they were so far improved as to become practical road machines.



## SHOW SPACE LOCATIONS REVEALED

Motorcycle Section Arrangement at New York and at Chicago—Diagrams of Layout of Exhibits.

Diagrams showing the location of the different spaces in the motorcycle sections of the automobile shows at New York and Chicago, respectively, have been issued, disclosing just how each happy family

liance Motorcycle Co., Owego, N. Y.; 704, Pontiac Motorcycle Co., Pontiac, Mich.; 705, N. S. U. Motor Co., New York City; 706, Miami Cycle & Mfg. Co., Middletown, O.; 707, Harley-Davidson Motor Co., Milwaukee, Wis.; 708, Reading Standard Co., Reading, Pa.; 709, Excelsior Motor & Mfg. Co., Chicago, Ill.; 710, Aurora Automatic Machinery Co., Chicago, Ill.; 711, Emblem Mfg. Co., Angola, N. Y.; 712, Pierce Cycle Co., Buffalo, N. Y.; 713, Consolidated Mfg. Co., Toledo, O.; 714, Merkel-Light Motor

ner Motorcycle Co., St. Paul, Minn.; 723 H. & F. Mesinger Mfg. Co., New York City; 724, New Era Auto-Cycle Co., Dayton, O.; 725, Detroit Motorcycle Co., Detroit, Mich. Spaces also have been given to the Nathan Novelty Co., of New York City, and the Syracuse & Eldridge Glove Co., Syracuse, N. Y.

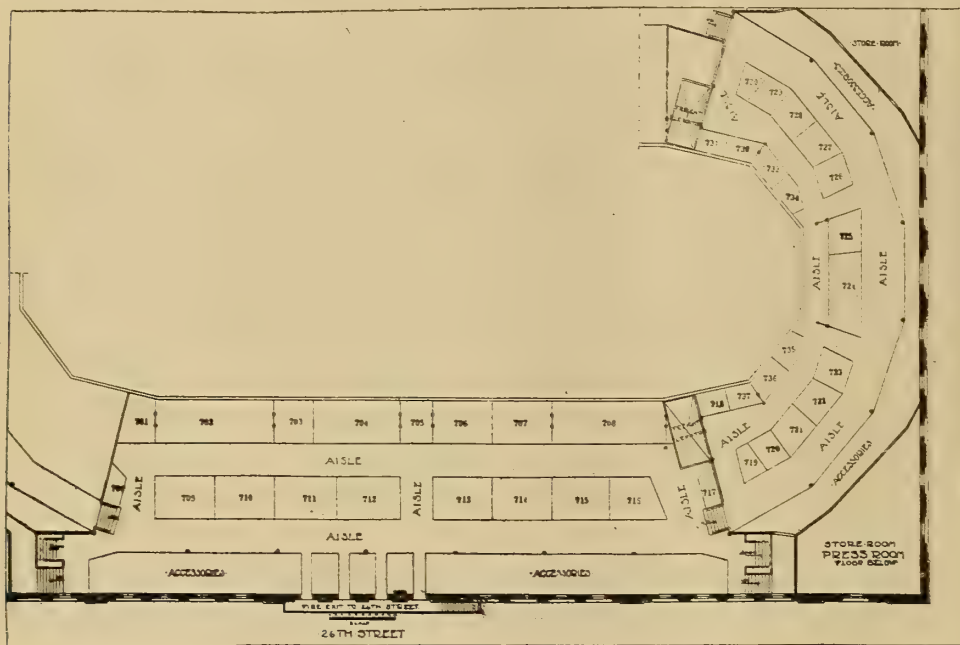
At Chicago the exhibitors are mainly drawn from the list of those exhibiting at New York, as will be seen by reference to the Chicago diagram, but among those who appear at Chicago and not at New York are the Pope Mfg. Co., Hartford, Conn., with the new Pope lightweight; the Minneapolis Motorcycle Co., Minneapolis, Minn., and the Edwards-Crist Co., Chicago, staging the Armac.

## Value in Motorcycle Crates.

Dealers should make it a point to keep a few shipping crates on hand, for often they can be turned into cash and thereby help to defray part of the expense for freight or express when the machines were shipped from the factory. Riders often sell their machines outside the place where they reside, or send their machines to the factory for overhauling, and as it is much cheaper to ship a machine crated than uncrated, one naturally hunts up the dealer for a crate. The price varies, depending of course on how badly a crate is wanted, but the average price is from 50 cents to \$2.00, although a particularly good crate will sometimes bring more.

## Olympia Show Drew 80,000 Visitors.

Over 80,000 people attended the recent Olympia bicycle and motorcycle show in London, according to figures just made public. So well pleased are the promoters with the success of the exhibition that they have decided to make it an annual function for the next two or three years at least.



NEW YORK SHOW'S MOTORCYCLE SECTION

gathering will be arranged. The spaces allotted at the Madison Square Garden show in New York, January 16-21, are as follows:

Space No. 700, Bicycling World and Motorcycle Review, New York City; 701, F. A. Baker & Co., New York City; 702, Hendee Mfg. Co., Springfield, Mass.; 703, Re-

liance Motorcycle Co., Pottstown, Pa.; 715, American Motor Co., Brockton, Mass.; 716, Marvel Motorcycle Co., Hammondspont, N. Y.; 717, Motorcycle Publishing Co., New York City; 718, Motorcycling, Chicago; 719, Eclipse Machine Co., Elmira, N. Y.; 720, S. D. Mfg. Co., Brooklyn, N. Y.; 721, Motor Car Equipment Co., New York City; 722, Wag-

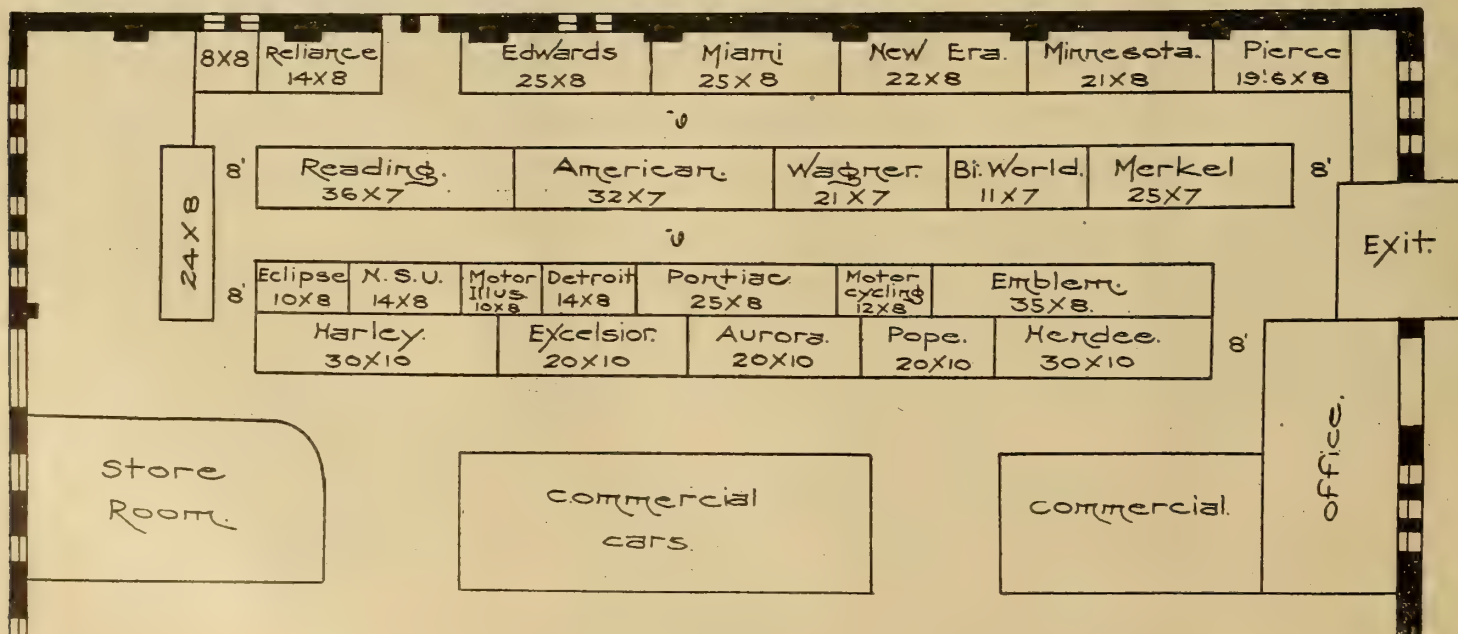


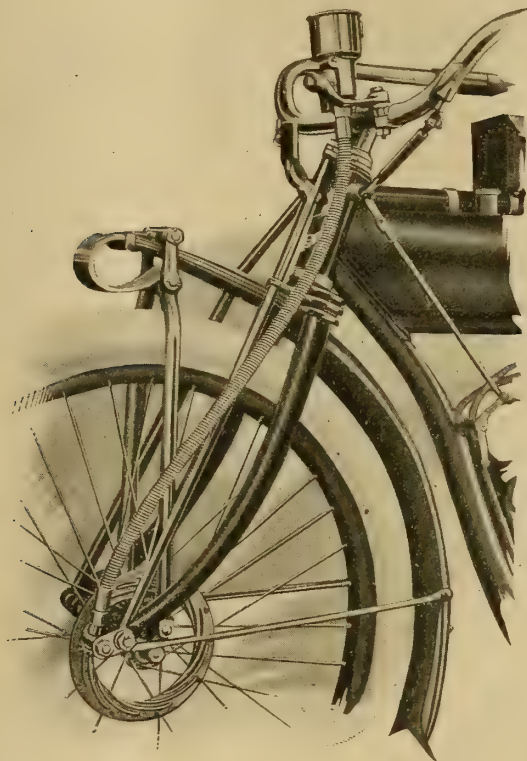
DIAGRAM OF EXHIBITS IN THE MOTORCYCLE SECTION AT THE CHICAGO SHOW



**"SNAIL" GEAR ON LATEST WARNER**

**Motorcycle Speed Indicator with Ingenious Drive—Allows Free Pinion Movement—Instrument Operates Magnetically.**

After close study of the requirements of a motorcycle speedometer, the Warner Instrument Co., Beloit, Wis., has brought out the Warner cycle meter, in which the shortcomings ascribed to the spur drive apparently have been overcome by the use of what is termed a "snail" gear. The accompanying illustration shows the instrument mounted on an Indian motorcycle and gives a clear conception of the drive.



It will be noticed that the large gear has worm grooves of unusual length. This permits the gear to have a wide range of movement without unmeshing from the small pinion gear on the driving shaft of the speedometer.

As the permitted movement of the drive gear is considerably greater than the range of travel of any spring fork, it is apparent that the gears always will remain in mesh regardless of how rough the road may be how violently the fork may rock. Another advantage of this form of drive is that it is more silent than the spur gear system and gives a regular and uniform drive to the shaft.

Magnetism is the prime element of movement in the operation of the instrument, which in standard form is furnished with a 60 mile dial and lists at \$40. A ring magnet mounted on ball bearings is driven by a flexible shaft. This revolving magnet effects a pull on a balanced floating aluminum dial, the degree of drag being in pro-

portion to the speed of the magnet, while a hair spring acts as a brake against the magnetic pull. The amount of rotation indicates miles per hour on a scale attached to the dial.

Three forms of snail gear are furnished to fit the various types of spring forks, so that the instrument can be attached to any motorcycle. A universal handlebar clamp provided with bushings, obviates any difficulty in mounting the speedometer on any size or style of bar. In addition to indicating speed, mileage recording also is taken care of by a Veeder odometer registering to 10,000 miles, with a 100 miles trip attachment. In order that the speed of distance may be ascertained by night as well as by day, a small electric light with

nounced covering branches at St. John, N. B., and Calgary, Alberta. F. A. Seiberling, president of the Goodyear Tire & Rubber Co., of Akron, is president. L. C. Van Bever is vice-president, giving most of his attention to the tire business, and C. H. Carlisle is secretary-treasurer.

**Pumps Tires in Motion Automatically.**

Automatic tire inflation is accomplished by a new pump that has been disclosed by the Dunlop company, of Great Britain, the device being one of the novelties at the recent Olympia motorcycle and cycle show. The operation of the plunger of the pump is automatically controlled by the pressure of the air in the tire. When the pressure drops below the predetermined limit, the plunger extends outward between the spokes and comes in contact with a small cam attached to the fork lug. The cam, as the pump turns with the wheel rim, operates the plunger and forces air into the tire, while the motorcycle or bicycle is in motion. When the pressure reaches the predetermined limit, the plunger recedes into the body of the pump and out of engagement with the cam, remaining there until the pressure falls again. The amount of pressure can be fixed by a finger screw adjustment. In the case of a small puncture, the tire pressure will be maintained so that a repair will not be necessary while on the road.

**Mesinger Produces a Tire Patch.**

For emergency repairs of motorcycle tires or for reinforcing weak places in the casings, the H. & F. Mesinger Mfg. Co., of New York City, has brought out what is styled the Mesinger repair patch. As shown by the accompanying illustration, the patch is intended to fit on the inner side of the casing, and in order to give it certain fixity of position its outer face is provided with short tacks, the points of which grip in the casing fabric. The heads



nicked reflector is furnished, and can be operated on the regular cells of a battery machine. The instrument carries a one year guarantee against everything except accident or misuse, and is furnished with 100 mile dial for \$10 extra.

**Canadian Goodyear is Aggressive.**

Canada alone is not to be the whole market for the Goodyear Tire & Rubber Co. of Canada, Ltd., Toronto, Can., which recently acquired the plant of the Durham Rubber Co., of Bowmanville, Ont., and which is the young Canadian cousin of the Goodyear Tire & Rubber Co., of Akron, Ohio. The Canadian company intends to introduce its products in British territory throughout the world. The general offices of the concern have been established at 85-87 Queen street, Toronto, with direct branches at 72 Antoine street, Montreal; 750 Princess street, Winnipeg, and 1213 Granville street, Vancouver. Within the the next month street locations will be an-

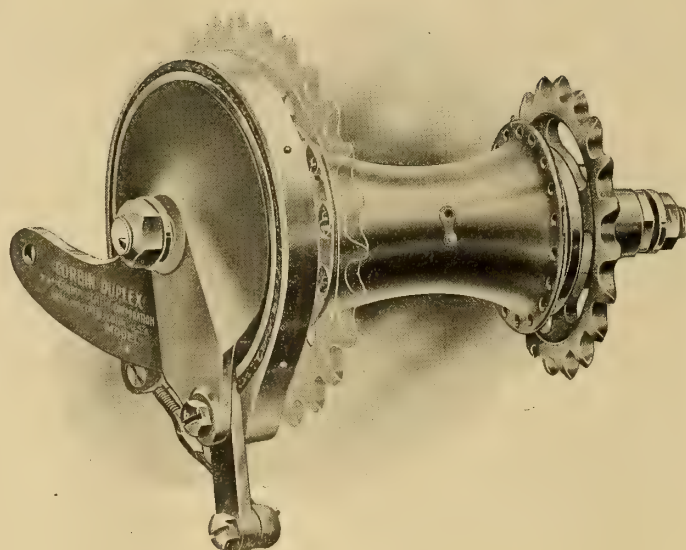
of the tacks are well buried in the patch, so that there is no danger of the tacks in any way puncturing or touching the inner tube. The patches are made in three sizes, 2½, 3 and 4 inch, selling for 25, 30 and 40 cents each, respectively. Stout interlayers of fabric and rubber form the body of the patch, giving plenty of strength with ample flexibility.



# When the Motorcycle Arrived,

the engineers and designers in the great Corbin works, set about designing a complete new brake suitable for the motorcycle and not a mere enlargement or adaptation of the light bicycle brake. They brought forth a real and adequate motorcycle brake, styled the

# C O R B I N



## Motorcycle Duplex Band Brake

With no metal to metal braking surfaces, with big periphery and powerful leverage, with prepared asbestos facing for the broad contracting brake band—this brake has proved the bulwark of motorcycling safety. Will your machine have a Corbin?

**CORBIN SCREW CORPORATION** **NEW BRITAIN CONNECTICUT**

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

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Address us at P. O. Box 649.

NEW YORK, DECEMBER 17, 1910.

## Loss or Profit in the Repair Shop.

If asked whether the repair shop pays, nine out of ten dealers will answer in the negative, and admit that it is conducted at a loss; but not all are able to give a reason, or, if they are, they content themselves with the remark that no one expects a repair shop to pay and that it is maintained simply because the machines sold must be taken care of.

Just why a repair shop should not be expected to pay is rather difficult to understand, and it would seem that the reason advanced is founded on tradition more than anything else, for there are repair shops that pay and pay well. They are properly managed.

It is apparent at a glance why some shops do not pay, and in the case of others a little investigation will reveal the reasons. Some of the most potent ones are lack of system, slipshod methods and work, lack of discipline among the employees, the inability correctly to estimate the amount of time and material required for a job, and extravagance or waste of time and materials.

Every shop should have a business-like system. When a job is brought in, there should be attached to it a numbered tag

giving the name of the owner, date received and when it will be ready, if the latter information is requested. It is better to make allowance for rush of work or unforeseen delays, and set a reasonable time in which to do the work, rather than to figure too close and fail to have the work done when promised. It is bad policy to disappoint a customer, and if he has been promised a finished job at a certain time and does not get it, he is likely to make a resolve to go elsewhere next time.

When a workman is given a repair job he should be kept at it until it is finished, or at least until he can do all that is possible for the time being. Taking a man away from a long job every little while, to make an adjustment or fix some small breakage for transient riders who happen in, wastes considerable of his time and takes his mind off his work. Every time he is called away from his regular work he loses track of where he was, probably mislays tools or parts, and uses up time on other work for which the big customer is charged. When a job is started the work tag should be stamped with a time stamp, and similarly when the work is finished or whenever the workman puts it aside for something else. In this way the customer can be shown exactly how much labor he is paying for, and this is an item which nearly always causes a dispute, for most customers who are presented with a big labor charge imagine that they are being robbed outright.

No parts should be given out to employees of the repair shop without an order, for, if they are, all record of them is lost and there always will be a leakage in stock. Where parts are charged against the repair shop, they can be kept track of and payment traced, but with indiscriminate distribution without any record being kept, they might just as well be given away to passers-by, insofar as they will show any direct cash return.

Employees should be made to observe regular hours, and not come around 15 minutes or half an hour late in the morning. Neither should washing up 15 or 20 minutes before quitting time be allowed. There is no excuse whatever for employees visiting saloons during working hours, and any employer who allows it is injuring his own interests.

There is nothing that will drive customers away quicker than poor work and overcharging. And, in these days of keen

competition, it is hard enough to build up a clientele without losing it by permitting poor work to be turned out. If an employee is incompetent, it is better to let him go than to try to educate him to do better at the expense of the establishment and the customers. If there is a foreman in the shop he should be held responsible for all work that goes out, and if there is not, the proprietor should satisfy himself personally that the work is right.

Many customers who bring in work ask for an advance estimate of the cost, and if it is known exactly what is needed, it should not be difficult with some experience to give an approximate figure. Some people like to have an idea what a job will cost beforehand, before giving authority to go ahead, while others whose finances are limited do not want to run up a bill for repairs that will take all their spare cash for weeks to come to pay it. Hence, the value of the advance estimate. Another fixed shop rule should be to do no work other than that ordered, but if any serious defect or breakage is discovered in the course of the authorized work, it is good policy to call the customer's attention to it before the job is completed. It may result in additional business, and if it does not, it relieves the dealer of any responsibility for subsequent mishap that the owner may sustain by reason of such defect.

No tools should be loaned without a memorandum, and it is not good policy to let tools that are in constant use go out of the shop even for a short time, for it is apt to delay some workman. Leaving shellac pots uncovered for dust to settle in the solution, or the alcohol to dry up, uncovered gasoline cans, unused stock lying around loose on benches, delicate parts, such as spark plugs or unprotected valves mixed up with tools—all are causes of unnecessary waste. Another is in letting power driven tools run idle when they are not needed.

These are some of the important reasons why repair shops do not pay, and all of them can be remedied. The increase in returns by the introduction of obvious economies and reforms makes the difference between loss and profit.

Now that the F. A. M. has cap pin and watch fob emblems, why not round out the set by bringing out a neat scarf pin? It undoubtedly would prove popular.



# Coming Events

1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

1911 January 1911

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

December 18, New York City—Superior Wheelmen of New York's 15 miles club championship.

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

December 31, Buffalo, N. Y.—Seventy-fourth Regiment games and bicycle races in armory.

December 26, Tampa, Fla.—Race meet of the Tampa Motorcycle Club.

January 1, Newark, N. J.—Sociability run of New Jersey Motorcycle Club to Dover, N. J.

January 1, Cleveland, O.—Cleveland Motorcycle Club's reliability run to Akron and return, 100 miles.

January 2, New York City.—New England Wheelmen closed cycle race, for members only.

January 9-14, Buffalo, N. Y.—Six day race at Broadway arsenal.

January 12, New York City—Cycle Parts and Accessories Association's winter meeting at Hotel Astor.

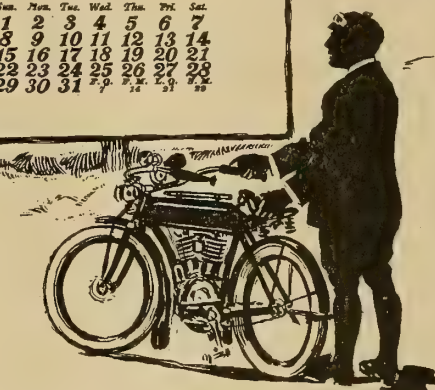
January 12, New York City—National

## Los Angeles Club After 24 Hour Record.

With such an ideal speedway as the Playa del Rey motordrome available for the past year, it is to be wondered at that the Los Angeles Motorcycle Club has not had designs on the 24 hour motorcycle record long before this. At last, however, it has awakened to the possibility of annexing this, the only mark which is not standing to the credit of famous California and its climate. The club is laying plans for a twice-around-the-clock grind soon. There is no doubt that the motordrome in every way is more suited for such a trial than the Springfield stadium, where the present record of 1,089 miles 199 yards was made by Charles Spencer on a five horsepower Indian on October 1-2, 1909. The motordrome is a mile in circumference and is provided with ample lighting equipment for night racing. Instead of a private record trial, as Spencer's ride was, the Californians plan to make their event an open race, free-for-all.

## Wants Californians to Write Him.

Having just been appointed F. A. M. state commissioner for California, R. Y. Leslie, of Pasadena, is anxious to get in



Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 16-21, New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

communication with the secretaries of all motorcycle clubs in that state. He wants all the secretaries to correspond with him concerning F. A. M. organization matters, and also would like to get in touch with riders, whether members or non-members of clubs. Leslie's address is 616 Chamber of Commerce, Pasadena, Cal.

## Plans Race Series for Asbury Park.

Motorcycle and bicycle races are to be a feature of the summer season at Asbury Park, N. J., during 1911, a series of races being planned by R. A. Van Dyke, which are to take place on the Asbury Park one-third of a mile track. Van Dyke, whose headquarters are at 96 Lafayette street, New York City, is secretary of the National Cycling Association and national secretary of the Century Road Club Association.

## F. A. M. Fobs for Christmas Presents.

Concerning the new F. A. M. watch fobs which he has had made up, Secretary Gibson calls attention to the fact that they make particularly appropriate Christmas gifts to F. A. M. men. Pretty, useful and inexpensive, is the brief way in which he

sums up their qualifications for answering the question: "What will I give him?"

## Seeking R. W. Page's Address.

Vice-President Wilber, of the Eastern District, F. A. M., Keene, N. H., is anxious to get in touch with R. W. Page, an F. A. M. member whose address on the district records is given as Pearcefield, N. J. So far as known there is not such place, and it may be that Mr. Page lives in Plainfield. Anyone knowing his whereabouts will confer a favor by communicating with Mr. Wilber.

## Posts Reward for Stolen Motorcycle.

Twenty-five dollars reward is being offered by G. Blickenstoff, of North Manchester, Ind., for the recovery of a Harley-Davidson motorcycle that was stolen from him while he was in Coolidge, Kan., on September 20. The machine is 1910 Model 6, engine No. 5302, flat belt, Troxel saddle, Kokomo studded tread tires.

## Oakland's Saucer Opening Delayed.

Owing to delay experienced in obtaining lumber and other materials, Jack Prince's new half mile board motordrome at Elmhurst, near Oakland, Cal., will not be ready on Christmas day as at first planned. Work on the track is progressing as rapidly as conditions will permit and it now is hoped to hold the opening meet about January 15.

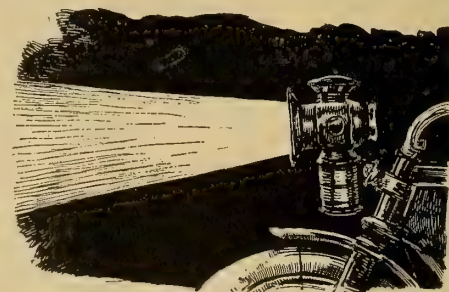
## Chicago Club to Have Rival Tickets.

The annual election of the Chicago Motorcycle Club, of Chicago, Ill., will take place on the evening of December 21. Many of the members believe that a contest at such a time is a good thing for the club, so that they will put a slate in the field in opposition to that presented by the nominating committee.

## Athletic Alternative for Jerseyites.

In case the road and weather conditions make impossible the New Year's run of the New Jersey Motorcycle Club from Newark to Dover and return, the members are planning to take in an athletic show in the afternoon and to participate in a bowling tournament in the evening.

## FAMILIAR NAMES ILLUSTRATED.



"RACYCLE"





## Muffler Aids to Winter Warmth! (Not Patented)

### Winter Adjustment for Lubricators.

Many motorcyclists who have continued to ride in cold weather, and whose machines are fitted with mechanical lubricators, are greatly puzzled to find that their engines are flooding every few miles, and that they have to stop and drain surplus oil out and clean their plugs. The reason is very simple, for a little thoughtful reflection will show that in winter a motor keeps cooler and uses less oil. Therefore, the mechanical lubricator which was adjusted in warm weather to feed sufficient oil for a high

atmospheric temperature, naturally feeds the same amount in cold weather, which is too much, as the same amount is not consumed at the lower temperature. The remedy of course is to change the pump stroke so that it will feed a little less oil in cold weather, the proper quantity best being determined by experiments at various temperatures.

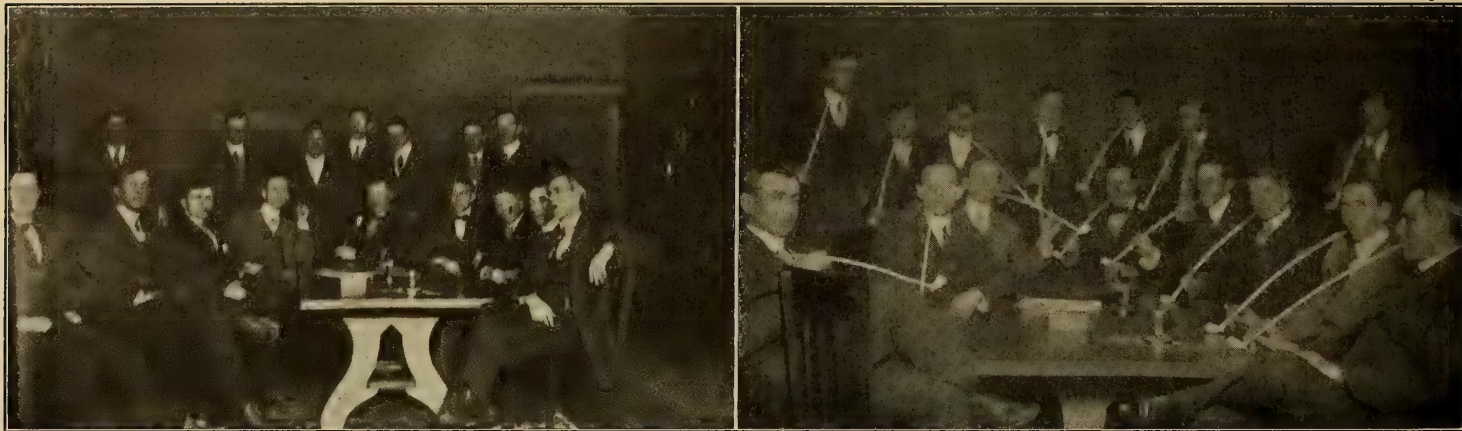
When a strange noise is heard, investigate it at once; it may be due to an empty oil tank.

### Spare Switch Plugs for Batteries.

Users of battery machines will find it a wise plan to carry a spare switch plug on a key ring. A switch plug has a tendency to become lost at most inopportune times, and it is then that a spare one quickly available will come in handy. One should form a habit of carrying the switch plug in the same pocket always, which will save an imitation customs examination of one's person every time it is needed. Carrying the switch plug thus has helped many a stalled rider.



## "SMOKING UP" IN THE POUGHKEEPSIE MOTORCYCLE CLUB'S NEW HOME



Informal housewarming took place at the new club rooms of the Poughkeepsie Motorcycle Club, Poughkeepsie, N. Y., on December 10, and the smoking feature proved so popular that now plenty of churchwarden pipes and well filled tobacco jars are at the disposal of members at all times. The club has moved from Market street to No. 6 North Hamilton street. The lower picture is a group of the club's officers chosen for 1911. The lower row, from left to right, is: H. English, secretary; William Sherow, president; A. J. Burger, vice-presi-



dent; W. Gindele, trustee. The upper row, from left to right, consists of: Emmett Andrews, treasurer; V. Jordan, assistant secretary; Ed. Ryan, trustee; W. Wittsee, trustee; C. G. Price, press representative. The club is planning to have a run on New Year's Day, of about 100 miles, and is scheduling a number of social events for the winter season. It is felt that it is quite as much the club's duty to develop the social side of its members as to make them hardy contenders in competition or scientific sharps in regard to mechanical matters.

#### Cleveland Club Elects Officers.

The Cleveland Motorcycle Club, of Cleveland, Ohio, elected officers on Monday, 12th inst., and W. L. Johns will be the club's president for the coming year. The other officers chosen are: R. S. McConnell, vice-president; E. H. Tracy, secretary; W. E. Howe, financial secretary; L. S. Mueller, treasurer. The board of directors selected consists of H. J. Tucker, F. B. Preston, H. Johnson, W. L. Johns and R. S. McConnell. The installation of the officers takes place on January 9, when a smoker will be held. Many entries have been made for the club's New Year's run to Akron, Ohio, and return, the itinerary of which will include the towns of Hudson, Twinsburg, Cuyahoga Falls and Brecksville, making a total distance of 85 miles. The entry fee is \$2 and the lists close on December 30. The start is to be made at 7 a. m. from the club's home, 1864 East 79th street, and medals will be awarded to all who make perfect scores.

#### Fun Follows Jersey Club Election.

The regular meeting of the New Jersey Motorcycle Club was held at the club's quarters at Newark, N. J., on the 13th inst., at which time the election of officers for the ensuing year took place. Those officers which were chosen to take the chairs on

January 1 were: P. W. Stevens, president; August Krieger, vice-president; H. N. Davis, captain; Howard Hill, first lieutenant; Charles James, second lieutenant. The meeting was followed by an elaborate luncheon and an evening of magic, and so highly successful was the affair in getting the members out that the club has decided to hold a social function of some character each month.

#### Newark to Try for F. A. M. Annual Meet.

Fired by the success of the last two annual meets of the F. A. M. held at Indianapolis, Ind., and Philadelphia, Pa., the motorcyclists of Newark, N. J., are seriously contemplating following the example set by four other large cities of the country by making an early application for the 1911 meet, which will be held next summer, probably in July or August. The members of the New Jersey Motorcycle Club believe their city to be ideally located for the "big doings" in the motorcycle world; the roads in the surrounding country are of the finest found anywhere, many stiff hills are near at hand and those who know the section can point out parts worthy of the metal of the endurance run contestants. For the speed contests a fine track is to be found in the city limits, and the general location of the city should furnish an ad-

ded attraction to those who make a holiday tour to the annual event and business meeting.

#### Dallas Motorcyclists Organize.

The Lone Star Motorcycle Club has been organized by the riders of Dallas, Tex., with George Huter as president; Edward Meissner, vice-president; A. Underwood, secretary-treasurer; O. L. Clark, captain, and Ernest Parretta, lieutenant. The presiding officer is well known in Texas as state referee for the F. A. M., and he now is connected with the parent body as the head of an affiliated club, as the new organization immediately made application for affiliation with the Federation. Tours, runs and races are in the process of formation, and the club will meet each Friday evening at 1405 Commerce street.

#### German Club Eclipses Austrians.

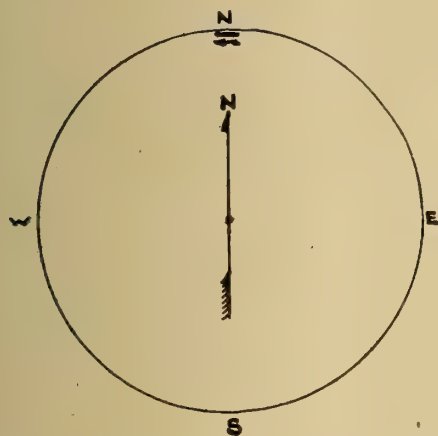
Austria has not yet fully awakened to the motorcycle, and is far behind Germany in this respect, according to the showing made by the membership figures of the motorcycle divisions of the Austrian and German motor clubs, respectively. The Austrian Motor Club so far has only 500 motorcyclists in its ranks, while the corresponding German organization has nearly 17,000 motorcycling members.



## BATTLE OF FORCES IN SAUCER SPEEDING

Racing Motorcyclists Reverse Their Direction Rapidly—Odd Centrifugal Effects—Added Strains on the Curved Path—Terrific Momentum Attained.

The average spectator at a motorcycle meet sees only the racers and the physical effects, of victory or defeat and collisions or spills, on the men and machines, but the man with a mind mechanically inclined sees, in addition, items which at first seem paradoxical and even impossible, little flashes which strike him with humorous interest and he may even go further and ponder as to what effect the riding has on the track. It is a peculiar fact that if a weight-indicating device could be put in the tires of a motorcycle, which latter with its rider weighs 300 pounds on the scales, these indicators would show a weight of 300 pounds as long as the rider was spinning along on a straight course. But if the machine was ridden over a mile circular track at the same rate of speed, the read-



ing would become greater, until if the circuit were made at the same speed which DeRosier recently rode it, the indicators would show a pressure of 351 pounds. This in spite of the fact that the machine would weigh but 300 pounds.

Another paradox of the sport is that a machine going at such a speed could come to an apparent stop in any given compass direction, turn at right angles, start off at its former speed and repeat the operation four times in a mile circuit, all in 41½ seconds.

As shown in the accompanying sketch, the rider would be at one point riding due north at a rate of 87.38 miles an hour and in ten seconds his progress towards the north would entirely cease and his direction would become due west, in another ten seconds this progress would become zero and he would be riding south and so during the next two ten-second intervals his advance would be changed from 87

miles an hour south to 87 miles an hour north, or a difference of almost 175 miles per hour. Of course, the machine's speed in relation to the earth and track is constant at 87 miles an hour, but considering the points of the compass and the direction of the path of travel, the paradox takes place.

Many strains are induced in a saucer track and its supporting members during a race and in case of accidents the stresses are increased many times, but a simple analysis is sufficient to demonstrate the possibilities of the subject.

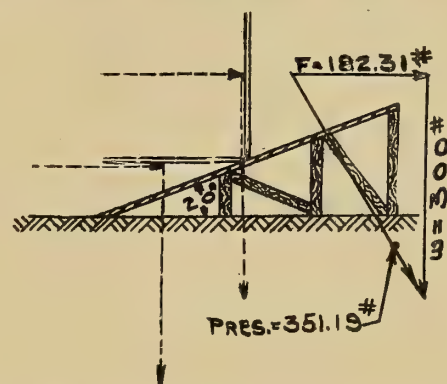
Say, for example, the pressures and strains on the Playa del Rey board saucer be considered during the time Jake DeRosier was riding his recent record mile in 41½ seconds. The track in question is exactly one mile around, which would give a radius of 840.34 feet, as it is perfectly circular. The motorcycle used in this ride weighed about 160 pounds, and as the rider would tip the scales at approximately 140 pounds, there would be a weight of 300 pounds on the boards with the machine standing still.

Just as the particles which make up the contents of a pail of water, whirled through the air at the end of a string, by a small boy, would if it were possible to release them, fly off at a tangent to their circular path of travel, so does the motorcycle tend to follow the same path when set in motion. If the machine were tied to a stake at the center of the circular track and a spring balance made part of the system, the pounds pull with which the motorcycle tended to throw itself tangentially off the track could be read at once. But this string not being used, of course, the pull is turned into pressure against the track as the machine is constantly forced to change its direction, all the time maintaining an approximately true circle, the numerical value of the reaction being in no way affected by the substitution of the track for the string.

The value of this force, which is appropriately named centrifugal force, may be accurately found without the spring balance by the use of a formula which has been proven true in its premises and correct in its results, and in fact is apt to be more true than the mechanical method as this latter contains the liability of error in accurate balances. This formula says that the centrifugal force (F) is equal to the product of mass (m) of the moving body by the square of the velocity (v) of travel divided by the radius (R) of the path tra-

versed. As the mass of the body is equal to its weight (w) divided by the value of the attraction due to gravity (32.16 in Los Angeles), these values may be substituted, and it will be seen that the value of the centrifugal force increases with the increase of the weight or velocity or with the decrease of the radius of the circular path. This explains to a great extent why it is not possible to make as fast time on a small track as on a large one, and the peculiar condition of greater pressure being exerted on certain portions of an oval track than is sustained by other points of the same track is readily understood after considering this formula.

Again referring to the ride of DeRosier at Los Angeles, it is seen that the velocity due to riding a mile in 41½ seconds was 128.16 feet a second, which squared gives



a value of 16,424.9856, the weight of machine and rider was 300 pounds and the radius of the track was 840.34 feet, which gives.

$$F = \frac{300 \times 16,424.9856}{32.16 \times 840.34}$$

which, simplified, gives a value of  $F = 182.31$  pounds.

If it were possible for the ride to have taken place on a track so arranged that the path of the machine's travel would always lie in the same vertical plane as in an upright hoop or as a flywheel revolves, then the centrifugal force which acts radially would always be perpendicular to the face of the track and the resultant pressure on the track would constantly vary, as the weight and centrifugal force would oppose each other at the top, would add their values at the bottom and at intermediate points would combine in a ratio determined by the position. But of course this is not feasible, and as the trial took place on a track so arranged that the plane of



the machine's travel was a horizontal one, the resulting pressure on the track would not be a plain arithmetical combination of centrifugal force and the weight of the traveling machine and rider, but rather a geometrical or trigonometrical force combination.

The centrifugal force acting horizontally, or parallel to the plane of the path of travel, and the weight acting vertically, or perpendicular to the same plane, the two forces may be combined by a triangle of forces and the resulting pressure on the track found graphically or by the simple method of mathematically finding the hypotenuse of a right-angled triangle. From the accompanying sketch, in which the solid line shows the extreme position of the mount going at a slow speed and the broken line denotes the extreme position of the mount going at fastest speed, it will be seen that the two forces considered would always act at right angles to each other, the resulting reaction on the track being constant, all other things being the same.

Combining the centrifugal force and the weight by the graphic method or by mathematically solving the triangle and resultant pressure, the latter is found to be 351.19 pounds. If the track were so constructed as to show this pressure by a slight give of its surface one would see a small wave just preceeding the front wheel of the machine, just as thin ice bends under the weight of one walking on it, and theoretically this is what actually happens—there is a small pressure wave induced by the action of the motorcycle, but the track is so constructed as to resist it and make its appearance impossible.

The track at Los Angeles is built at an angle of 20 degrees with the horizontal, and knowing this it would be possible, if necessary, to analyze each of the two forces, seeing just what portion of each is used up in opposing the other, thus determining the inclination of the machine with relation to the track, how much goes into slippage and, in fact, why the two forces do not add up numerically in their combined reaction against the track. But the force diagram shows that there is a compromise rather than an addition of the weight and the centrifugal force.

If DeRosier, while going at the terrific rate he achieved, had suddenly stopped, instantly and absolutely, there would have been strains of some magnitude set up in the structure on which he was riding due to the momentum he had acquired. Or, to consider it from another angle: In going around the track he changed his position twice, in relation to the earth; that is, at one point of the track he was riding due north while at the point directly opposite he was riding due south. Now for a minute, forgetting the physical limits on the possibilities of such a feat, consider that he rode half a mile straight away and then stopped instantly, turned and started off at

the same pace, the same strains would be set up in the structure as in the case of instant stoppage on the circular track.

This strain would be of some magnitude, and can be accurately determined by obtaining the numerical value of the momentum acquired. To get this value it is necessary to refer to the definition and formula for momentum, and these are found to define the force as the quantity of motion in a body and as the product of the mass (m) by the velocity (v); or the amount of force (M) necessary to stop a body in one second. From this is derived  $M = mv$  or, substituting—for m, it becomes  $M = \frac{wv}{g}$ , and substituting the values previously determined the formula becomes.

$$M = \frac{300 \times 128.16}{32.16}$$

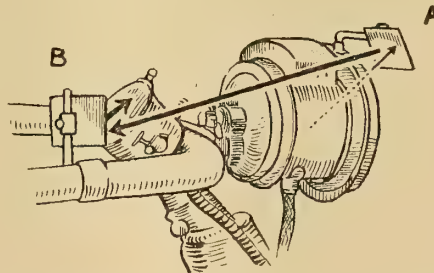
which simplified gives  $M = 1195.5$  foot-pounds.

This means that the motorcycle would strike an object in its path with a blow of 1195.5 pounds falling one foot or one pound falling through 1195.5 feet. These are figures which the imagination can grasp and are seen to be of considerable size. Think of two motorcyclists riding at the speed spoken of, and each with the momentum of 1195.5 foot pounds, participating in a head-on collision, or imagine the rider striking one of the posts at the track side, and some idea of the terrific force with which the blow is struck can be imagined.

It will be readily seen, from these deductions, how much greater the resulting strains become with a large field of racing motorcyclists speeding or getting in a spill, and some idea of the problems which confront builders in designing and erecting tracks will be gathered.

#### Accessory Light by Mirror Beams.

A clever arrangement of mirrors has been devised, by a motorcycling Englishman, with the idea of illuminating the face of



the speedometer which is located on the handlebars directly behind the lamp. A mirror attached to the lamp is tilted at such an angle as to reflect a small portion of the total light of the lamp to a second reflector, which throws it in turn on the speedometer, making the latter readable at night. As both mirrors are attached to the handlebars, the steering of the machine does not interfere with the working of the system. As the rays absorbed in lighting

the speedometer are those which would otherwise be thrown upward and not on the road, the new system is not only a means of conservation but dispenses with an extra light used heretofore by many. A clock or map also may be placed in the line of light.

#### "Doping" Magnetos for Speed Work.

While the average rider's ignorance or merely superficial knowledge of magneto principles tends to prevent his attempting to "dope" the instrument for racing, this handicap does not prevail with factories, and it is somewhat surprising that they have not yet, so far as known, taken advantage of the opportunity to get more speed out of their machines by getting more juice out of the magneto. One way of doing this is by putting on extra magnets, which are constructed with a wider gap between the poles so that they will slip over the regular magnets. This arrangement increases the magnetic field causing the armature to throw off more current and give a hotter and what is termed a "detonative" spark. A detonative spark is one which crackles and shoots into the mixture, and by reason of its greater intensity causes quicker inflammation and more complete combustion of the charge, which, of course, results in more power. However, this loading up of the magneto with extra juice is a delicate job which should be left to the expert in electrical matters, for if care is not observed in selecting magnets of the proper strength, the condenser will be overloaded and burned out by the excess current. While ordinary condensers are built to stand all the current that the regular magnets will give, they cannot be overloaded with impunity, and should be tested for capacity before attempting to overload them.

#### Clean Hands Despite Repair Work.

Before starting to clean a motorcycle or do any repairing on it, it is advisable to dip the hands in clean oil, wipe off the surplus and fill the finger nails with soap. If this is done it will be unnecessary to resort to the use of strong alkali compounds which are injurious to the skin. Hot water, nail brush and soap will be all that will be needed. Prompt treatment of a minor cut or bruise with an antiseptic solution fomented by hot water frequently will prevent possible blood poisoning.

#### Square Ends for the Valve Springs.

Not all valve springs that are the same diameter throughout their length are equally square at the ends. A spring that is not true in this respect will cause a valve to seat unevenly, and the resultant loss of compression may be difficult to trace. This is especially true in some late type of engines in which the springs are heavier. A steel square will detect any variation in the trueness of spring ends, and they can be squared by grinding on an emery wheel.



## BEATING THE TROLLEY TO THE DUCKS

Race of Gunners Develops a Motorcycle Victory—A Strange Suicide—Gasoline Aid to Sport with Comfort—Advantages of Quick Hunting Transit

My last glance at the speedometer had shown the needle at 41 miles per, and still gaining. Then I zipped around a bend, and before me, occupying the entire available road, was a herd of bovines, through which an automobile was endeavoring to find a path. A person thinks quickly in such an emergency, and so I instinctively picked out the softest looking bossy and drove ahead. Then—

BING! Burr—r—r—r!!

No, papa; that was not the sound of motor parts impinging on the highway; nor was it the death moan of the hapless heifer. 'Twas only my husky alarm clock from the bureau, reminding me in stentorian tones that it was now 4:30 o'clock and that this was the morning I had planned to run out to the pond on my motor in hope of getting a shot at a stray duck or two. I tumbled out of the blankets, gingerly testing the cold floor with my feeties. Ooch, aber it was etwas some kaltig! as the Dutchman expressed it.

Down in the kitchen my setter pup greeted the gun and shooting coat with frantic signs of approval, but his spirits drooped considerably when I gently though firmly informed him that he was not going along on this particular trip. I pulled on a pair of hip boots, climbed into a few extra sweaters, slung the trusty musket over my shoulder by a strap and went out into the shed to rouse out the motor. She was frozen solid and it took a big dose of juice down the pet-cock to thaw her insides apart. Then she woke up, and doubtless certain sleepers of the neighborhood as well, for her muffler chanced to be open.

Off we started, and was it cold? Great Scott! what a fool question! Just go out for a spin an hour or so before sunrise some morning in the latter part of November, and you'll find the answer.

My destination was a fairly large pond some few miles away—a favorite old stamping ground of mine in the fishing season, and a place where ducks are quite apt to gather during the flight. It was necessary to be on the spot early, or other hunters would have been there and the ducks would be found missing. There was ordinarily no possibility of a large bag, as the ducks usually took the hint after being shot at once or twice but one had a good chance of picking up a pair of blue-bills, provided, of course, that the gun were held in the right place.

A trolley line runs out to within a half mile of the pond, and most of the sports-

men who resort thither patronize the early car. That's where I have them, for even if they do make connections, I can easily beat them to it on the motor. On the morning in question I passed five others just beyond the end of the line, and I was up at the pond and had taken out a mortgage on the only boat while they were still pounding the road a quarter of a mile back. The boat is necessary for the birds are usually too foxy to lie close in shore, though now and then a stray shot may be obtained in this way.

There was a wide fringe of half-inch ice skirting the edge, and I made a great noise breaking out a trail for the old scow. It was still too dark to see any game, but an occasional quonk! quonk! from out in the grayness told that they were there. I shoved out into open water and waited; it was useless to row after the ducks until light enough to shoot. My object in being first on the spot was simply to get control of the boat; that secured, nothing else was to be done for a while.

The chill gray of dawn gradually blended into the brightness of early morning, and before long it was possible to see clear across the pond. Scattered here and there over its calm surface were little dark clusters of ducks, some motionless, others swimming around.

The boat was a light one, unsupplied with oarlocks, and propelled by a paddle after the manner of a canoe. I gradually worked down towards the largest flock, the members of which, noting my approach with manifest disapproval, swam off as I drew near. I gained steadily, and they became quite nervous, now and then stretching up into the air and flapping their wings, doubtless to limber them for the flight. My double barreled hammerless was resting across a seat close at hand, in readiness for sudden need.

Then came the time. The flock allowed me to get just within extreme shotgun range, when up they went with a great beating of wings. Hastily dropping the paddle, I grabbed the gun and pulled the trigger of the right barrel. No response from the game; some of those No. 4's chilled must have found a mark, but a duck is a hard bird to kill and these were almost out of range. The left barrel, however, was full choke, and so ought to produce at least a few feathers. And, to be sure, it did, for even as the hills across the pond tossed back the sharp crack of smokeless powder, one of the flock dropped with a splash.

Well, one duck was not much, but it was better than nothing, and there were still a few left on the pond, although the biggest bunch had departed for regions unknown.

I worked the boat towards a half dozen or so that were a few hundred yards away, and managed to put down one as they rose. He was only crippled, and another shot was needed before I could call him mine and add him to the other blue-bill already reposing in the bow of the old tub. Meanwhile, the flock from which he had fallen had been circling the pond and finally swung by me, well out of gunshot, however. Through curiosity as to what the gun could do at that extreme range—it was a 16 gauge, usually considered far too light for this shooting—I gave them both barrels and was highly gratified to see one bird drop. He was not badly crippled though, for he swam away at a brisk rate while I wildly wielded the paddle, striving to get close enough for a finishing shot. At length, much to my chagrin, he calmly got up and flew away, apparently none the worse for his escapade. Probably a stray shot had struck him in a tender place, temporarily stunning him too much to fly, but doing no permanent damage.

No more ducks seemed to be left on the pond, and so I started for the landing place. Presently, however, I spied one solitary bird, seemingly crippled, swimming along near the shore—doubtless one that I had unknowingly wounded in my first two shots into the large flock. I paddled towards him and was just getting ready to shoot when he dove. I waited, gun in readiness, for his reappearance, but he did not show himself. What had happened was clear enough; he had done something that many duck hunters have experienced, though it seems remarkable when a person hears of it for the first time. Rather than meet death at the hands of the gunner, a wounded duck will frequently commit suicide by swimming down to the bottom and taking a firm grip on the water weeds or vegetation. And even after death has come by drowning, the lifeless body, still prevented from rising through that bulldog hold, thus deprives the slayer of the fruits of his labor.

But in such cases—pathetic, if you look at it from the duck's viewpoint; rather annoying from the hunter's—nothing is to be done, and so I paddled ashore. I stowed away the two blue-bills in the capacious pockets of my shooting jacket, realizing



that while two ducks is by no means a big bag, it might have been worse under the circumstances. For example, of the five hunters passed on the road, several of whom I had seen on the shore, not one had killed a duck as far as I could observe. My motorcycle advantage made their trip fruitless.

Once on land, I found my faithful servant patiently waiting to whisk me back to town and breakfast. The ride in was far less chilly than the journey out, and I arrived at home just as the coffeepot was being conveyed from the kitchen stove to the table. Of a verity and in sooth, who can deny that the motorcycle is a handy little tool?

#### Plain Clothes for Motorcycle Squad.

A new move in motorcycle police strategy is about to be "put over" on the unsuspecting speed merchants of Louisville, Ky., in that instead of making "Beau Brummels" of the motorcycle squad of the department the officers will be "plain-clothes men." In this dress the idea is that the men will be able to ride up beside a speeder, take his number, note the reading of the speedometer and then, returning to the station house, swear out a warrant for his arrest. This renewed activity is due to the new traffic ordinance which has just been passed and which sets the speed limit at ten miles an hour in the congested portions of the city and 15 miles an hour in all other parts. A copy of the new regulations is to be mailed to each of the local clubs, motorists, motorcyclists and garages, and the board of public safety believes that it will have the co-operation of all riders in maintaining sane riding in the city streets.

#### More Motorcycle Ticket Delivery.

Emulating the example of enterprising amusement houses in other cities, the Moore theater, Seattle, Wash., has installed a squad of four motorcycle messengers, mounted on Indians, for the quick delivery of tickets to patrons who order seats by telephone. This arrangement obviates to a great extent the disappointment occasioned patrons who lose their seats through failure to call for them before 7 o'clock, which is the reservation time limit in force in many theaters.

#### Bullet Rewards Motorcycle Speed.

Policemen as a rule never have been noted for being on the job ahead of time when badly wanted, but a Chicago bluecoat with his motorcycle upset this time honored tradition the other day by responding to a burglar call so quickly that he was mistaken for the culprit by the nervous occupant of the house, who straightforth shot him first and investigated afterward. When Arnold Miller, 3008 Lake Park avenue, discovered burglars in his house he sent in a "C-Q-D" to the nearest police station, and Motorcycle Officer William Gaynor responded so quickly that he got

### CLEVELAND GIRL A MOTORCYCLING CONVERT



Not a few of the girls in Cleveland are motorcyclists, but not many of them are such skillful or seasoned riders as Miss Mable Moore, who with her Harley-Davidson is shown in the picture. She has ridden her machine over the greater part of northern Ohio, and has covered many a mile in abrupt time. The machine is fitted with a tandem saddle at the back, enabling Miss Moore to take a friend along when she wishes.

a bullet for his celerity. Gaynor's wound was not serious and Arnold was acquitted of all blame.

#### Racine Proposes License System.

Motorcyclists in Racine, Wis., will have to undergo an examination and take out a license after the first of next year if an ordinance now before the common council becomes a law. It provides that after January 1, 1911, no person shall operate a motor vehicle within the city limits without a local license to do so. The chief of police shall be the judge of the fitness of applicants and no fee shall be charged.

#### Natty Uniforms for Dayton's Cops.

The city of Dayton, Ohio, is about to furnish the six members of the motorcycle police squad in up-to-date uniforms similar to those worn by the squad of the New York City force. The chief believes they will be "some lookers," and as the uniforms are serviceable as well as natty, he thinks the men will be able to render a better account of themselves in the new togs.

#### Jobs Mourns a Missing Mount.

Thieves with an eye to its utilitarian as well as the financial value end, broke into a barn at Honeoye Falls, N. Y., and rode off on the motorcycle belonging to Frank Jobs, the son of the owner of the place. The loss was discovered and the path of the machine traced in a light snow fall until lost in a confusion of traffic marks.

#### For Spokane's Street Railway.

For its street railway department, the Washington Water Power Co., of Spokane, Wash., has purchased a 1911 single cylinder Harley-Davidson. The sale of the machine is credited to the good service given by several Harley-Davidson motorcycles that are being utilized by the Spokane Gas Light Co.

#### Making Punishment Fit the Crime.

Stealing motorcycles has its risks in Great Britain. Five years penal servitude is the sentence imposed on Frederick Gregory, of London, for stealing two machines.



## MORE "QUARTERLY" MIX-UPS

**Excelsior Team Alone Starts—Quits at Tarrytown and Claims G & J Trophy—Special Meeting is Called.**

There is likely to be a pretty howdy-do before the New York Motorcycle Club gets through with its quarterly trials, which already have become quite unpopular because of certain irregularities in connection with them. Last Sunday, 11th inst., the fourth quarterly was run for the second time, the first one having been declared no contest because no one finished, and for other reasons. Only five men started in Sunday's run-over. They were the Excelsior team, consisting of Phelps, Steinert, Kellogg, Henry and Shelton Sturges. This team was leading for the G & J team trophy, but it is possible that they will have to do some more "quarterling" before they get it.

With three inches of snow on the ground, and more of "the beautiful" falling fast and furious, the five men left the club quarters at 7:05 Sunday morning. There were few on hand for the start, even the regular referee being home in bed. Theoretically the men were to go to Poughkeepsie and back, but they did not. Instead, they went as far as Tarrytown, then quit and rode across country to Bridgeport, Conn., where most of them reside. Two of the men, Kellogg and Steinert, rode the 1911 twins, while the others had singles.

Carl King started the men, and Chairman Thornley, who arrived soon after they had left, appointed King referee. It will be remembered that one of the reasons why the chairman threw out the fourth quarterly on its first running was because no officials were on hand. There are some who hold now that this second instalment of the fourth quarterly must be thrown out for the reasons that of the contestants none finished, and that the referee was not present at the start. Chairman Thornley says that so far as his knowledge of the situation goes, Sunday's contest was legal. In the meantime the trophy is being held up, and the whole affair is to be threshed out at a special club meeting next Wednesday night, 21st inst.

It is declared in some quarters that the cup cannot be awarded unless the quarterly is run over again until someone goes the entire route and finishes according to the rules. All of the quarterlies must be run this year, and there are only two more Sundays left in which to do it. So much hard feeling has been caused by the laxity and allegations of dishonesty attending the trials that it is likely that the club will hold no more of them.

Sixty-two members of the club dropped or resigned this year, and 28 members, including several officers, are in arrears for

dues to the total amount of \$247. A few of the old guard, who by strenuous effort have saved it from dissolution several times in the past, are heartily discouraged at the lack of appreciation of their work, and it is again in a precarious state.

### Graves Goes for 20 Mile Records.

According to a press dispatch from Los Angeles, Cal., M. J. Graves, on a Merkel, broke all professional records from one to 20 miles inclusive, in a record trial on the Playa del Rey motordrome on Saturday afternoon, 10th inst. His time for the full distance is given as 14:38½, shaving 12½ seconds from Jake DeRosier's figures for the same distance, made on October 29. The Merkel flyer circled the wooden bowl at rocket speed, averaging 43 seconds to the mile, or almost 84 miles an hour. So quickly did the Merkel get its stride that the records went by the board in the first mile and thereafter it was a continuous performance. The trial was for 20 miles only. The times must pass the scrutiny of the chairman of the competition committee before being officially approved.

### Baltimore Speeders at Practice.

The feat performed by Chic Thomas, on Thanksgiving Day, of winning five first places in five motorcycle races which he entered, has sent a thrill through all the riders of Baltimore, Md., with the result that they are to be seen out in greater numbers than at any time throughout the past racing season. In spite of the cool snappy weather the track at that city is well filled nearly every afternoon and Electric Park, where the track is located, has taken on a spring training aspect.

### Drummond Designs a Snow Glider.

Percy Drummond, the Newark, N. J., motorcyclist is so determined to use his machine all winter that he is working on a scheme to make a motorcycle sled of it. His device consists essentially of a runner for the front and a toothed rear tire.

### READY FOR A WINTER RIDE



Observe his very contented expression!

## DEROSIER TO "INVADE" ENGLAND

**Also Has Scheme to Ride 32 Horsepower Exhibition Motorcycle—Virtues of Night Practice.**

Not only is Jake DeRosier, the professional motorcycle racer, going to compete in England next year, both in the Tourist Trophy contest and in special races at the Brooklands track, but he also is planning to startle the race fans on this side of the Atlantic with a 32 horsepower racing motorcycle having a four cylinder engine. DeRosier, who is the big chief of the Indian racing camp, has been in the East arranging for next spring's campaign, but on Monday of this week started on a return to the Pacific Coast, with a stop at Salt Lake City on the way out.

Although a number of Indian motorcycles have made notable wins and showings in English contests during the past year, DeRosier thinks that he will be able to show the British some Indian riding of a sort that they have never seen before, perhaps not so much in the "T. T." as on the Brooklands track, where he expects to set up some new world's records.

In talking over his racing campaign plans, DeRosier revealed his ingenious system for making himself thoroughly "at home" on the Tourist Trophy course. He intends to go over the course for the first few times at night, picking his way as best he can after which he will take trials over the course in daylight, just to familiarize himself with the principal long distance landmarks.

"There is nothing like going over a difficult course at night for the first few times," he explains, "because one concentrates the whole attention on the course itself instead of gazing at the scenery. After making the trip once or twice at night, every inch of it is thoroughly familiar when one comes to take a daylight ride on it, and it is as easy to remember as the alphabet."

The project for the 32 horsepower machine is born of the fact that the Hendee Mfg. Co., of Springfield, Mass., has an available aeroplane four cylinder engine that DeRosier believes could be adapted to a special motorcycle, and if he can persuade the factory to supply him with the machine, he purposes using it for special exhibition purposes, with a thrill for every time around. Each of the four cylinders is to spit fire directly into the air, with no muffler or exhaust manifold, and with its size, speed and freak appearance the machine is to be a sort of "Big Benz" in the motorcycle field.

Among the souvenirs that DeRosier brought with him from Los Angeles was a splinter about an inch long in his side, which pushed its way in at the time of one



of his falls on the board track. He did not get rid of it until Walter Bardgett, the cycle racer, performed a surgical operation on him in one of the training camps at the six day bicycle race in Madison Square Garden. The operation was exceedingly simple, consisting merely of Bardgett's digging into DeRosier's side with a penknife until the splinter was impaled and finally withdrawn, while DeRosier gave a few grunts of pain in lieu of ether. The splinter was as sizable a piece of kindling as one would care to see.

#### Objections to the New "T. T." Course.

British motorcyclists are considerably agitated just at present over the choosing of a course for next year's Tourist Trophy race. A new course in the Isle of Man where the race is held, considerably longer and more dangerous than the old one, has been chosen for next year's race, and there is considerable protest against it. At a meeting of the competitors in this year's race, held at the recent Olympia show, 35 voted in favor of the old course as against five in favor of the new. W. H. Wells, the Indian representative, stated that he would not ask anyone to ride his machines over the new course, so that in case it is chosen there is a possibility that there will be few Indians in it.

#### Powers May Back a Motordrome.

Many have been the plans proposed to build a motordrome in or near New York City, but so far none of them has got beyond the talk and paper stage. This week another project of the sort was announced, which, it is said, is backed by Pat Powers, six day bicycle race promoter. The Guttenberg (N. J.) track is the field of action, and it is said that next year a two mile board motordrome will be erected on the property, and that automobile and motorcycle races will be held on it. Powers fathered a try-out automobile meet on the track on Thanksgiving Day, which drew a large crowd.

#### New Orleans Has Hybrid Racing.

On account of the high wind which prevailed, the bird men who participated in the aviation meet at City Park, New Orleans, La., on the 3d, 4th and 5th inst., were unable to do any flying on Sunday, 4th, and a series of time trials between a motorcycle and an automobile was put on to appease partially the crowd. Val Jensen on a twin Indian defeated S. L. Speer in a Jackson car in a series of exciting match heats. No time was taken. On the preceding day, Saturday, Jansen went against Aviator McCurdy in a Wright machine and was beaten only after a hard struggle.

#### Stockton Has Race Meet in View.

The Stockton Motorcycle Club, of Stockton, Cal., is making preparations for an active season and has appointed a committee to wait on the San Joaquin Driving

AS IT STRIKES THE MAGAZINE COVER ARTIST



This dashing front cover recently appeared in colors on the Popular Magazine. It indicates how the motorcycle girl is taking an established place in the panorama of affairs.

Club and the Stockton Automobile Club looking towards a big combination meet to be held in the city in the near future. At the last meeting of the motorcyclists a committee was appointed to revise the constitution and the officers for the coming year were elected as follows: G. A. Grider, president; E. A. Simard, vice-president; A. Land, recording secretary; W. A. Dorr, treasurer; J. Mathers, captain.

#### Improving California Highways.

Due to the activities of the motorcyclists, bicyclists and automobilists, the roads around Wintersburg, Cal., are being rapidly put into a state of repair unknown to the oldest settler of the section. The road running directly west from the town is being graded, filled and worked, and what in the wet season was the worst section of roadway in this portion of the state is rapidly being put in condition to prevent mud

trouble. The gasoline dredger built by a local firm is rendering excellent service

#### Columbus Has New Muffler Law.

Mufflers of motorcycles must be kept closed on the streets of Columbus, Ohio, according to a new ordinance which was passed on the 12th inst. and which relates not only to motor vehicle mufflers but also prohibits the sounding of horns or other alarms on hospital streets. The ordinance had the approval of the local motorcycle club, the latter aiding in its passage.

#### Tampa to Repeat Its Races.

So thoroughly was the recent motorcycle meet enjoyed by the large crowd who viewed the events held by the Tampa (Fla.) Motorcycle Club that arrangements have been made to hold another series of races at the fair grounds track. The meet will take place on December 26.



## ROOT AND MORAN WIN SIX DAY

Former Brings Team to Victory in Final Sprint—Clarke, the Favorite, is Second  
—Aftermath Criticism.

In a whirlwind finish that was a jolt to the "wise ones," Edward Root, of the team of Root and Moran, beat out Jack Clarke, Joseph Fogler and Patrick Hehir in the final sprint of the six day cycle race at Madison Square Garden on Saturday night, 10th inst. The great crowd that had expected in the last lap to see Clarke jump from second position to the front was amazed to see Root, who had been leading all the way from the second of the last ten laps, keep the lead with increasing speed and fight off Clarke and Fogler clear to the finish line.

The final result of the race was:

Root and Moran, 2,545 miles 3 laps; Rutt and Clarke, 2,545 miles 3 laps; Hill and Fogler, 2,545 miles 3 laps; Hehir and Goulet, 2,545 miles 3 laps; Mitten and Thomas, 2,545 miles 2 laps; West and DeMara, 2,545 miles 1 lap; Cameron and Halstead, 2,545 miles and no laps.

The reconstructed team composed of Walter Rutt and Jack Clarke regained three laps in the early hours of Saturday morning, putting them even with the leaders, but there was little or no serious sprinting during the rest of the day, the four leading teams all seeming content to let matters drift until the final mile sprint.

When the gun was fired for the start of the final mile, with only four men on the track, representing the quartet of teams in the tie, Fogler took the lead for the first lap, but gave way to Root in the second. For the rest of the distance it was Root leading, Clarke in second position and Fogler and Hehir alternating in third and fourth positions. Root made a whirlwind of the last lap, and Clarke simply failed to get by him in the last dash for the line. Furthermore, Fogler almost did Clarke out of second, so fast did he come on the outside.

Despite the fact that Root and Moran won the race, the greatest applause in the subsequent parade went to Clarke and Rutt, as they had been the favorites and had pleased some of the crowd by their lap gaining. Nevertheless, the honors properly belonged to Root and Moran. It is the fourth time that Root has been a six day race winner; once with Oliver Dorlon, twice with Joseph Fogler, and this year with Moran. Furthermore, he wore his favorite number, 13, as in many previous six day races.

Following the race there was considerable talk of a "frame-up" and a "double-cross," the general purport of the story being that Clarke, Fogler and Hehir had teamed up to beat Root in the finish, but that Moran's

friends had butted in and insisted that Root be let in. With great circumstance the story continued to the effect that with all four finishers in the frame-up, they drew lots to see who would have the honor of finishing first, and that the drawing gave them a finishing order of Clarke, Hehir, Fogler and Root, but that Root double-crossed everybody by finishing first. Most of those who saw the final mile felt satisfied that they had seen a real battle in the sprint, which was not tinged with any frame-up effects. Numbers of six day race goers, however, have lost interest in the big event because of the tampering on the part of the management, which results in otherwise improbable lap gaining and alters the bonafide character of the race by making it possible for a few teams to make as much by stalling as by riding.

### Vanden Dries Wins at 71st Armory.

One of the best flat floor bicycle races ever seen in New York City took place at the 71st Regiment armory Saturday, 10th inst., at the regimental games. After giving away big handicaps, William Vanden Dries, the Winged Mercury pedalist, won the two mile handicap from the honor mark, defeating Franklin Fisher, his chief rival, by the close margin of a quarter wheel in a cyclone finish. Fisher had ten yards and made a brilliant ride. Charles Hausenbauer, E. C. W., with 130 yards, was a good third. The time, 5:01, was fast. Vanden Dries had a long and hard pull to overhaul Fisher, who led for a mile and three-quarters. At the latter point Vanden Dries pulled abreast of Fisher and the pair had a battle royal for home, riding neck-and-neck. In the sprint Vanden Dries forged ahead by inches, but was able to hold his hard-earned gain only by a supreme effort.

### Teams Named for Buffalo Six Day.

Most of the prominent six day racing men are on the list for the six day cycle race at Buffalo, N. Y., which will be held January 9 to 14, in the Broadway arsenal. The teams as now made up are as follows: Jack Clarke and Ernest Pye, Patrick O'Sullivan, Hehir and Alfred Goulet, Iver Lawson and Peter Drobach, Edward Root and Joseph Fogler, Lloyd Thomas and Albert Crebs, Percy Lawrence and Floyd Krebs, George Cameron and Gordon Walker, Schwab and Frank Galvin; George Wiley and Worthington Mitten. In addition to these teams, Walter DeMara and Fred Hill may go in as partners.

### New England Wheelmen to Contest.

The New England Wheelmen, of New York City, have scheduled a closed bicycle race on January 2, which is to be for members only. The affair will be about ten miles, and will take place somewhere in the Reservoir district of the Bronx. The prize is a loving cup trophy donated by Henry Kest.

## GOOD YEAR FOR CANADIAN RACING

Remarkable Revival of Cycle Sport in the Dominion—Fine Promise for the Coming Season.

Toronto, Ont., December 12.—One year ago the fathers of bicycle racing in Canada decided that a revival in the once great track and road sport was due or the game would be gone forever. Steps were immediately taken to launch an experimental campaign for the purpose of feeling or trying out the sport loving public. After one month of the summer season, the experimental stage had been passed, and so well did the people fall in line that today plans are under way for a real saucer track at Toronto, for cycle sports alone, exactly like the one at Newark.

Thus in a few words may the season of 1909 in Canada be described. From an uncertainty to a reality in the short space of a few months, has been the course or trend of events.

True the "revival" is confined to Ontario, owing to the inactivity displayed by the Montreal or Eastern end of the Canadian Wheelmen's Association, where not one race was held all summer, but if the same aggressiveness had been displayed in the East as in Ontario, the return to popularity might have been even more widespread. A fight for the control of the C. W. A. is now going on and if the figure-heads who reside in Quebec can be ousted from office, greater good can be done.

Where a set of cycle races attracted a corporal's guard in 1909, this year thousands turned out to every meet, whether held at night or in the afternoon. This was due to extensive advertising early in the year and to proper management at all times. The newspapers soon caught the spirit, and their support was a big factor in the movement. Care was taken that nothing be done at any time to which the public could take offense, so that late last fall, when the jealous Amateur Athletic Union of Canada attempted to stir up trouble in the ranks of the cycle fraternity it found unexpected opposition.

Time was when the program of a bicycle meet always included a running race or two as an added attraction, but the enthusiastic public learned to do without these in 1910. Many match races were arranged, Fred McCarthy being brought over to Toronto for a series with Walter Andrews, the Canadian crack, while many Buffalo riders also participated in meets at that place; but almost without exception the outsiders proved second best. More races were put on than for the previous five years combined, but the hungry fans cried for still more. With the new saucer in 1911, a meet will be held once a week at least.

Whereas it had been the rule that the



cyclists must needs resort to athletic events to draw the crowds, last season saw the tables turned. Every athletic promoter sought the pedal-pushers so that he might be sure of one good exciting contest.

Canadians were given their first taste of French riding when McCarthy competed against Andrews, and they did not like it. "Slow races," they were called, and some even cried "Frame-up," but frequent sensational finishes soon dispelled these ideas.

More international races are on the tapis for 1911, and everyone is already on edge. For the first time in history the classic of Canadian cycling, the Dunlop 20 miles handicap road race, held at Toronto, had the entry of a team from Buffalo, and though the American boys were placed well back, they made a splendid showing. They liked the way they were treated and promised to return. With the riders of the U. S. A. and Canada on such good terms, it would not be surprising to see the N. C. A. and the C. W. A. become better acquainted. Affiliation is a possibility, and well nigh a necessity.

Walter Andrews, the undisputed Canadian champion, paid a visit to Newark last September, and although the best he could do was to land third in his heat of the quarter mile, he learned a great deal, as he was a stranger to board tracks. He took many ideas back with him. At the Canadian championships at Waterloo on July 1, Andrews captured every title from the quarter to the five miles, riding in seven heats in the one afternoon. He covered all told about 15 miles, while his victories included the quarter, time 35 seconds; half, 1:16 $\frac{1}{4}$ ; one mile, 2:21 $\frac{3}{4}$ , and five miles, 14:18 $\frac{1}{2}$ . The next day he kicked out a victory in the ten miles championship, negotiating the distance in 29:15 $\frac{1}{2}$ .

The Ontario championships, raced for last October on the half mile dirt track at Toronto, resulted as follows:

Quarter—Doc Morton, 0:33 $\frac{1}{4}$ .

Half mile—W. Andrews, 1:11 $\frac{3}{4}$ .

One mile—Doc Morton, 2:25 $\frac{1}{4}$ .

Five miles—Bill Smith, 14:19 $\frac{3}{4}$ .

Ten miles—Tom Bulger, 29:30.

These events were witnessed by a crowd of 12,000 people. So great was the interest that bicycle manufacturers reported sales doubled, not only for the racing models but for ordinary wheels.

With the new track, a continuance of the good management, more international competition, the introduction of a little motor-cycling at the meets and the encouraging of the youngsters, the Canadian revival will be a fixture for all time. The erection of an indoor track at Toronto will probably be the next move. With such an oval where the cyclomaniacs could enjoy themselves with six day and other races, the situation would be complete.

#### C. R. C. A. Mileage Standings.

Although the century and mileage competition for the year of the Century Road

Club Association, New York City, will not close until January 1, riding has fallen off to such an extent on account of the snow that it is almost possible now to pick the winner for the year. The standing of the riders up to November 30, as compiled by Sylvain Segal is as follows: 1, S. R. Morrison, Bronx; 2, C. B. Ruch, Manhattan; 3, S. Segal, Manhattan; 4, R. R. Cooley, Bronx; 5, J. M. Mitchell, Greenwich, Conn.; 6, J. P. Berlenbach, Manhattan; 7, Bert Bakere, Bronx; 8, G. Bieregel, Manhattan; 9, J. A. Olson, Brooklyn; 10, H. G. Lilienthal, Manhattan; 11, E. States, Brooklyn; 12, D. W. Moore, Bayonne, N. J.; 13, L. Segal, Manhattan; 14, J. W. Clement, Manhattan; 15, F. Lilienthal, Manhattan; 16, R. Zarr, Manhattan; 17, J. Arcaro, Manhattan; 18, H. Kelley, Manhattan; 19, F. Lersen, Manhattan; 20, G. Polacsy, Manhattan; 21, I. Taub, Hoboken, N. J.; 22, P. Wollenschlager, Manhattan; 23, W. Knauerhase, Manhattan; 24, F. Ehrhardt, Manhattan; 25, A. Lederer, Manhattan; 26, A. J. Koerner, Manhattan; 27, J. Sinclair, Manhattan; 28, J. Roedig, Manhattan; 29, C. Goldberger, Manhattan; 30, W. F. Jacobs.

#### Garden City Has a Roller Victory.

San Francisco riders gave San Jose pedal pushers a hard tussle for victory in the second of the series of roller races for the California championship held at Armory Hall, San Jose, Cal., Saturday night, 3d inst. The Garden City Wheelmen team won by the close margin of four and one-fifth seconds, the New Century Wheelmen of San Francisco finishing second, and the Bay City Wheelmen third. Carl Laye and Holmes, the New Century team, made the San Jose men go all out to win. Each team rode two miles in relays of one mile per man. The fastest mile was made by O. Inman, of the Garden City team, who

was clocked in 2:13 $\frac{1}{2}$ . The total time of the teams was as follows: Garden City Wheelmen, 4:39 $\frac{3}{4}$ ; New Century Wheelmen, 4:43 $\frac{1}{4}$ ; Bay City Wheelmen, 5:25 $\frac{1}{2}$ .

#### McDonald Fund Final Report.

Contributors to the fund for the widow and child of Urban McDonald, the cycle racer who was killed as the result of injuries received at the Madison Square Garden track in December, 1907, have received the final report of the committee that had charge of the fund. This report shows that \$230 was paid in, of which \$100 was expended for a monument at McDonald's grave, which is located in Calvary Cemetery, Section 22, range 11, plot C, grave 13. The balance of the money was given to Mrs. McDonald in small sums as the needs of the child required it, until it was all expended. The report is signed by R. F. Kelsey, the chairman, and H. A. Gliesman, secretary.

#### Atlanta May Have a Six Day Grind.

Six day cycle racing is in prospect for Atlanta, Ga., where manager John M. Chapman, of the Newark Velodrome, has secured an option on the auditorium-armory for two weeks, either in January or February. If his present plans go through, Chapman will build a 12 lap saucer in the armory, and will have a number of six day stars in competition. Chapman also is considering the promotion of annual six day races in New Orleans.

#### Charleston Police Become Stringent.

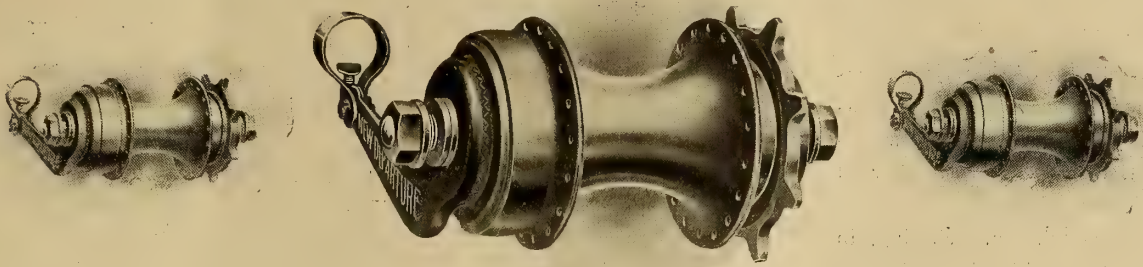
The police of Charleston, S. C., have started an active campaign against those bicycle riders who are not complying with the law in providing themselves with lights, bells and other equipment required by law.

#### SPAIN'S RULER AS A TEACHER OF CYCLING



King Alfonso XIII of Spain is not only a cyclist himself but has seen to it that the crown prince also has a bicycle. The picture, which was taken in the palace gardens at San Sebastian, shows the king instructing his son in the cycling art.





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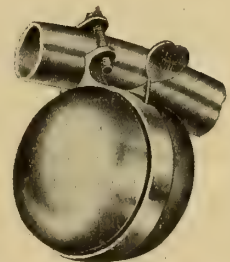
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## PARIS SEES WARM CYCLE RACING

**Friol Defeated in One Heat by Schilling, but Still on Top—Championship Struggles Continue.**

The second instalment of the match races for the Championnat d'Hiver, which was run at the Palais des Sports, Paris, on November 27th last, resulted in a number of surprises. Friol, the hitherto unbeatable, succumbed to the Dutchman, Schilling, in one of the two heats in which he took part, and only won the other by a supreme effort in which he passed the speedy Comes and the equally dangerous Italian, Verri, and won by a few feet. The most exciting of the heats, however, was not the one in which Friol was beaten, but the fifteenth heat, between Bader, Schilling and Hourlier. There was practically no stalling in this match, and the three sprinters flew around the track side by side as if their wheels were stuck together. The finish was the closest of the series, only the width of a tire separating Bader from Schilling, and the latter from Hourlier. The standing of the three aspirants for the title of Champion d'Hiver at present is: Friol, 6 points; Ellegaard, 7; Dupre, 7; Schilling, 10; Hourlier, 11; Bader, 11; Comes, 12; Verri, 13; Doerflinger, 13.

Barring accidents in the last series on December 4th, the results of which are not yet known on this side of the big pond, Friol again should gain the championship crown, although Ellegaard and Dupre are both within striking distance. Dupre, in particular, made an excellent showing in the series of November 27, in which he won the two heats in which he took part, despite the fact that his opponents included Ellegaard, whom he managed to nose out by two inches at the tape.

In a special tandem match race between Dupre-Doerflinger and Friol-Fournous, the former pair won in two straight heats, while in a pursuit match between Brocco and Hourlier the former proved so speedy that he caught his opponent in two kilometers 375 meters. In order to do this he had to break the French unpaced record, making the kilometer in 1:18½.

The chief event of the evening, however, was the fourth annual race for the pace following championship, in three heats of ten, ten and 30 kilometers, respectively. Didier won the first heat in 9:01½; Miquel the second in 8:51½, and Charpiot the third in 26:55½, with Didier 375 meters in the rear, and Miquel three laps to the bad. Although Didier, in the twelfth kilometer, succeeded in lapping Charpiot, he could not keep up this advantage, as his tire punctured in the fifteenth kilometer. Sprinting for all he was worth as soon as he could secure another wheel, he gained rapidly in his adversary but was too far be-

hind to catch him. Had the race lasted two kilometers further Didier would undoubtedly have been the winner.

### Elmwood Wheelmen at Table.

Thirty-four members of the Elmwood Wheelmen Association, of Providence, R. I., sat down to the annual beefsteak supper of the organization Friday night, 9th inst. The association is an outgrowth of the Elmwood wheelmen and was formed to perpetuate the annual gatherings of the original body. Following the feast, a vaudeville entertainment was enjoyed and after this came the election of officers, resulting as follows: Dr. E. D. Chesebro, president; William P. Otis, vice-president;



Henry C. Babcock, secretary; Aldridge G. Pearce, treasurer; executive committee, W. L. Woodward, chairman; F. L. Howland and A. H. Carr. Ninety-three of the 120 members of the wheelmen belong to the association. Those present at the dinner were the following: H. C. Babcock, H. H. Bedell, G. H. Capron, L. T. Capron, A. H. Carr, P. S. Chase, Jr., Dr. E. D. Chesebro, E. L. Clark, A. L. Cobb, L. F. Cobb, George L. Cooke, John R. Dennis, H. E. Fearney, W. H. Gardner, F. L. Howland, J. E. Hull, R. W. B. Knight, S. E. Lyon, Benjamin P. Moulton, William P. Otis, Aldridge G. Pearce, H. A. Pearce, C. C. Peck, Dr. J. L. Phillips, A. L. Sherman, J. W. Smith, H. E. Stafford, G. L. Tillinghast, J. A. Tuck, A. S. West, E. M. Whitney, W. L. Woodward, Ben Wyman and T. H. Taylor.

### Surprise in Trick Cycling Act.

A novel bicycle act is being presented by the Baader La Velle troupe of trick cyclists throughout the country in which they come on the stage in an automobile, which fumes, sputters and finally blows up, leaving the members of the troupe riding around on the wheels of the machine.

## BICYCLE RELIABILITY CONTEST

**Unusual Competition Among French Manufacturers to Prove the Quality of Their Machines—Mishaps en Route.**

When reliability trials are referred to in this country they generally are understood to concern motorcycle or motor car competitions, and no one would think of linking bicycles with them. In France, however, they do things differently, and one of the "different" things is a reliability contest for bicycles. This year the function began on November 26 and terminated on December 10, extending over a period of 15 days. Of the 32 entries, 30 were on hand at the start, although the leading manufacturers were conspicuous by their absence, only one or two of the prominent ones being represented. Most of the firms which entered were either the smaller or more newly established ones. Twenty firms were represented by one machine each, while six others nominated full teams of two men.

Six different routes, averaging 65 miles each in length were selected for the trials, and the men were sent over different courses each day. The runs were of the out-and-back sort, Paris being the night rendezvous at all times. Previous to the start, the machines were examined and sealed to prevent substitution of important parts. The parts which were stamped were the frame, forks, steering head, cranks, axles, hubs, pinions, free wheel, seat post, handlebars, brakes, saddles, rims, mudguards, inner tubes and outer casings. Each machine also carried an official number. Changes of riders were permitted only in the event of 24 hours notice, and the substitute was to ride an entire day. In case a rider was injured on the road in a fall so seriously as to be unable to continue, he could be replaced provided his machine was in shape to continue, but no substitutions were permitted on account of physical exhaustion of a rider.

Starting from the Buffalo Velodrome the first day's run was to Mantes, 31 miles, over frozen roads filled with ruts which made hard going. Despite the warm sunshine the outward journey was difficult, but the return was even worse for the snow in the suburbs had melted and converted the roads into quagmires. Despite minor accidents and a number of hills, all of the riders returned to Paris inside the time allowance of six hours and 40 minutes. A cold drizzle fell nearly all day Sunday and a great many of them were thoroughly chilled and drenched during the run to Corbeil and back, 62 miles, which had to be done in five hours and 40 minutes. With the experience of the first day in hand, mudguards and flaps were in great demand for the rest of the contest.



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For big business you should handle the marvelous NEVERLEAK Tire Fluid, the one fluid that automatically closes bicycle tire punctures without the rider having to dismount. One NEVERLEAK Certificate goes with every dozen tubes. The tubes go like hot cakes. See your jobber about it today.

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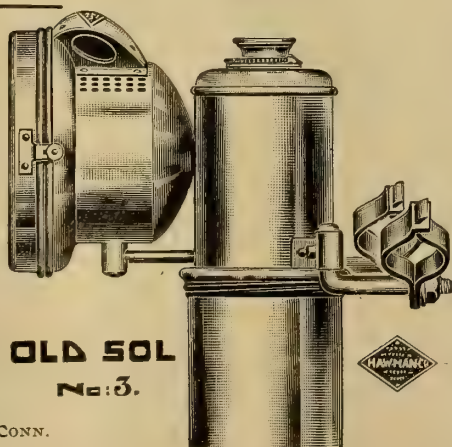
### "OLD SOL"

A motorcycle lamp with generator attached that gives service equal to any separate generator lamp, except the large "OLD SOL," and as compact as a bicycle lamp.

PRICE, with brackets, \$5.00

**HAWTHORNE  
MFG. CO., INC.**

20 Spruce St., BRIDGEPORT, CONN.



**OLD SOL  
No. 3.**



### THIS

is the chain repair tool which has created such a sensation among motorcyclists. It is one of the real hits of the season, and we are selling them faster than we can turn them out. For 5/8-inch roller chains only.

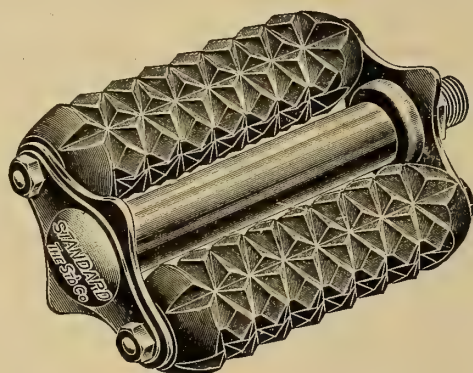
**Price \$1.00**

**F. B. WIDMAYER CO.**  
2312 Broadway, New York

Lots of good things in our motorlog—  
Want one?



This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

Ours  
Are  
Quality  
Goods

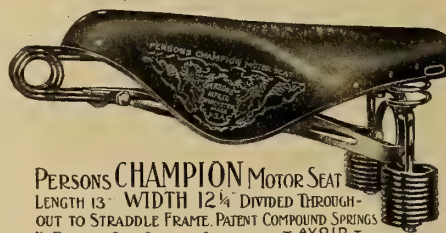


We  
Make No  
Cheap  
Saddles

### FOR BICYCLES

See full description of this saddle in the December 3, 1910 issue of this paper or send for catalogue showing all our models and outlining their points of superiority.

Tops  
Made of  
Solid,  
Pure  
Oak  
Tanned  
Leather



Our  
Saddles  
Hold  
Their  
Shape.  
Examine  
Them

PERSONS CHAMPION MOTOR SEAT  
LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS  
NO FRICTION, SIDE SWAY OR SQUEAKING. INV. PAT. 1,018,725

### FOR MOTORCYCLES

Motorcyclists should know the merits of our 1911 Model Champion before specifying equipment on their 1911 machines.

WRITE US

THE PERSONS MFG. CO., Worcester, Mass.

# 20<sup>TH</sup> Century

## MOTORCYCLE Head and Searchlights

are the standard the world over.

☛ Wherever motorcycles or bicycles are known, 20th Century Lamps also are found.

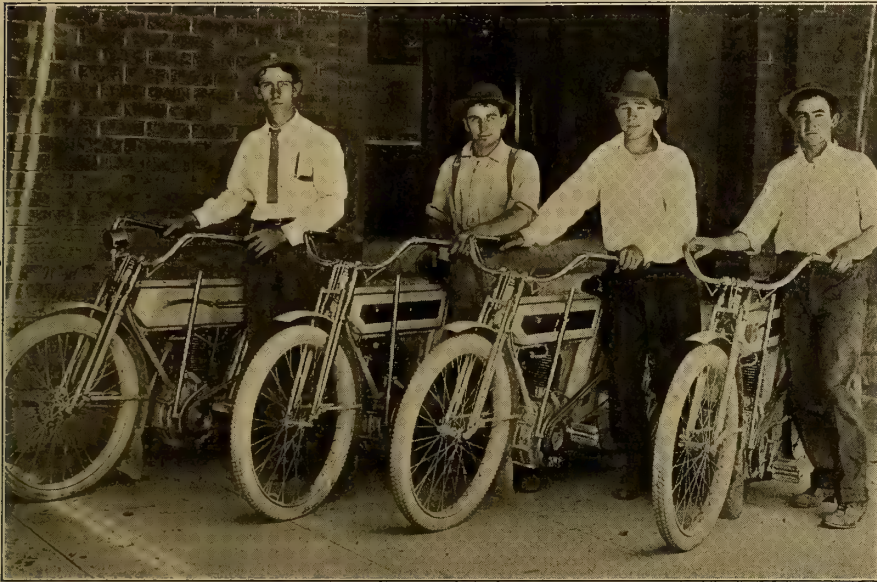
☛ 20th Century Lamps are on sale by jobbers and dealers everywhere. Electrotypes for 1911 catalogs are now ready.

*20<sup>th</sup> Century Mfg Co*

420-422 Ogden Street  
NEWARK, N. J.



## AID WOMEN BARGAIN SEEKERS IN ARIZONA



Feminine readers of the Arizona Republican, of Phoenix, Arizona, who live on the rural free delivery routes of the Phoenix post-office, have reason to thank the Republican for its recent installation of a sunrise motorcycle delivery system, by which each morning's issue is placed in the rural mail boxes of subscribers in time for the women to read the advertised bargains and to get to town the same day to take advantage of them. After trying an Excelsior motorcycle a year ago for delivering papers to ranchers in its territory, the Republican has added three more 1910 Excelsiors to its equipment. The four riders and machines shown in the picture cover a total of 150 miles out of town paper delivery every morning of the year.

## FRESNO FIRE FIGHTERS FAVOR MOTORCYCLES



In the practical use of motorcycles for fire department work, the city of Fresno, Cal., appears to have considerable margin on any other municipality, the accompanying picture showing the Fresno department and its Harley-Davidson motorcycles.

## Pawtucket's Motorcycle Pluckings.

When the police department of Pawtucket, R. I., announced this week that it had taken off its two motorcycle policemen for the winter, automobilists who have occasion to pass through the town breathed a sigh of relief. By reason of their activity in bringing in speed law violators these zealous guardians of the speed law have brought almost \$2,000 into the city and state treasuries during the year, and have made themselves feared among the automobile fraternity of the state and not without reason, for they have made 109 arrests for speeding since January 1 last, and in every case either a plea of guilty has been made or a conviction has been secured, which indicates that the officers made out a sure case every time.

The standard penalty in Pawtucket courts for speeding is \$15 and costs, the latter averaging \$2.60 in each case, making a total of \$17.60, total fine for each offender. Of the 109 drivers who were fined, 99 paid, which netted \$1,742.40 as the revenue derived from the motorcycle officers' work. There is a prospect of more being added to the fund for ten cases still are pending on appeal to the Superior Court. If the latter sustains the penalties inflicted in the police court, \$176 more will be taken in, making a grand total of \$1,918.40. Last year the number of cases prosecuted for violation of the speed law was 90. Of the total amount received up to date, \$1,742.40, the costs, \$257.40, goes to the city, while the remainder, \$1,485, goes to the state highway commission for the maintenance of state roads.

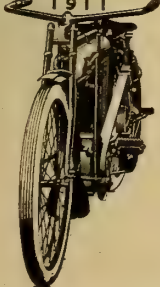
In some quarters of the department and among Pawtucket citizens there is a disposition to criticise the statute which requires that all fines shall be used for upkeep of the roads.

## NAME PLATES

Only Good Ones

THE CHANDLER CO., Springfield, Mass.

YALE



More power and refinement of design distinguish the new YALES—now ready.

**1911 4 h.p. Yale, \$200**

With Bosch Magneto, \$235

**1911 7 h.p. Yale Twin, \$300**

Distinctly a quality proposition—that accounts for its superb record in every endurance and reliability contest.

Note the straight line frame and low, easy saddle position. Its long stroke motor and offset cylinder place it beyond all competition for power and speed.

Write today for full information.

THE CONSOLIDATED MFG. CO. 1709 Fernwood Ave. TOLEDO, OHIO

## "The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

**BICYCLING WORLD COMPANY**

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## Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

**"Toledo"** Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our **HYGIENIC SPRING SEAT POST FOR JUVENILES?**

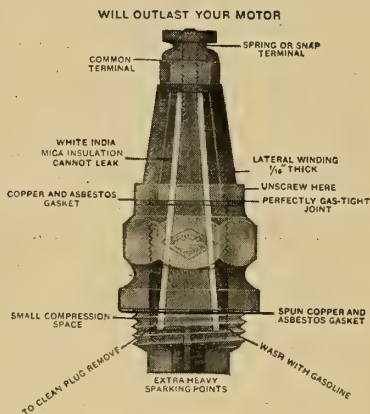
It is a great talking point for dealers.

*Better write for catalog today and investigate.*

**The Toledo Metal Wheel Co., Toledo, Ohio**

New York Office and Salesroom—381-383 Broadway, Cor. White St

## SPLITDORF Motorcycle Plug



On Every  
Winner at the  
Baltimore  
Meet  
Thanksgiving  
Day

Why not equip your motorcycle with a SPLITDORF Plug and have the same Perfect Ignition?

**C. F. SPLITDORF**

Walton Ave. and 138th St.  
Branch, 1679 Broadway

New York



## The KELLY ADJUSTABLE HANDLE BAR

meets the ever changing requirements of cycling. The Kelly adds value and comfort to the best bicycles.

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## SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

### NOTICE Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

### PARTS of the Schrader Universal Valve

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



### SIMPLE AND ABSOLUTELY AIRTIGHT.

Manufactured by

**A. SCHRADER'S SON, Inc.**

Established 1844.

28-32 Rose Street  
NEW YORK, U. S. A.





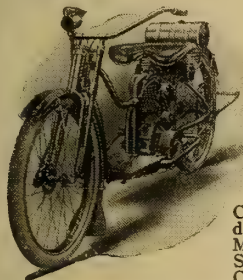
# Tucker Rims

## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

### NEW ERA AUTO-CYCLE

Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



WHY WAS THIS POSSIBLE? The Two Speed Transmission and the Free Motor, found only on the New Era DID THE BUSINESS.

4 h. p.—NEW ERA—6 h. p.  
Single Cyl., Battery or Magneto Ignition.

The New Era Auto-Cycle Co.  
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DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Col.; W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.; Economy Cycle Supply Co., Detroit, Mich.; The Auto-Motor Cycle Co., 2216 N. Broad St., Philadelphia, Pa.

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### MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

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## DIAMOND CHAINS

Strong, accurate and durable. For 20 years the quality standard. Kept in stock by all jobbers. Let us cut your sprockets.

DIAMOND CHAIN & MFG. CO. 141 West Georgia St. INDIANAPOLIS, IND.

Capacity 8,000,000 feet per year

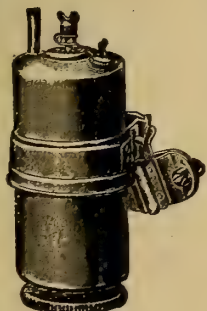
## Cost of Motoring Reduced

Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

### PFANSTIEHL IGNITION

means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

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Generator

### REAL Motorcycle Headlights

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

#### LAMP.

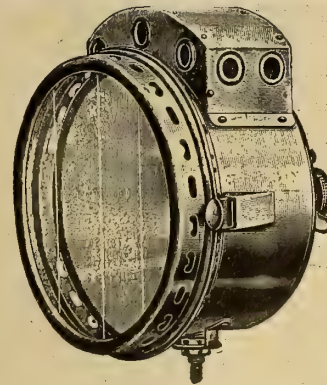
Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
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#### GENERATORS.

Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
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Searchlight



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10 cents per line; 15 cents per line if in capital letters. Cash with order.

**MOTORCYCLES**—Enormous variety of American and imported makes—Indians, Marsh's \$35. Hundreds of other bargains. Shipped freight prepaid. Write no; large illustrated bulletin free. **MOTORCYCLE EXCHANGE**, Dept. C, 217 West 125th St., New York City.

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**BICYCLE DEALERS**—When in Chicago see McDougald for second-hand bicycles. 1118 N. Clark St.

**SECOND-HAND MOTORCYCLES**—75 of them, \$25 up; three tri-cars—\$125, \$300 and \$350 respectively. Expert repairing, experimental work, aeroplane supplies. **THE MODEL MOTORCYCLE GARAGE**, 318-320 West 48th St., New York.

**PARTS** in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. **TIGER CYCLE WORKS CO.**, 782 Eighth avenue, New York.

**4000 Motorcycle Cases at 60% Reduction**

Goodrich Moulded and G & J Flat

**1000 M. & W. Tubes at 33 1/3% Reduction**

Prices to Dealers and Jobbers

**Model "A" Merkel-Light at \$150**

Write for catalogue and discount.

**F. A. BAKER & CO.**

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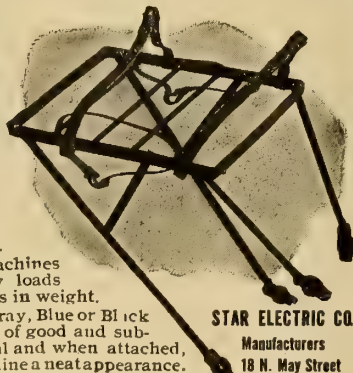
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for Motorcycles and Bicycles

It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance.

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Manufacturers  
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**Who**

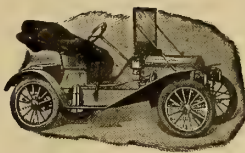
would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



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**WHO? Tell Us**

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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

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Made of Brass **\$4.00** Complete  
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Nickel plated, \$1.00 extra

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## MICHIGAN ROCK MAPLE RIMS

—None Better

Made by **LOUIS RASTETTER & SONS**, Fort Wayne, Ind.

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interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

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154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to  
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Tel.—8861 Riverside.J. C. FOLEY, Motorcycle Garage,  
Jerome Avenue and 165th Street New York  
Agency for Indian, Thor and R-S.  
Repairs, Supplies, Storage.

The "Model Motorcycle Garage,"

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RELIABLE REPAIRING, STORING AND SUPPLIES.

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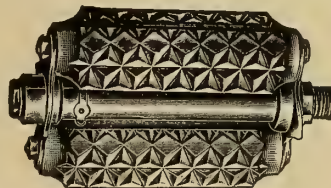
44-42 Portland St.

BOSTON, MASS.

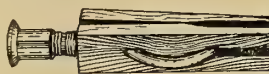
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wheels must have  
the best equipmentsThere is nothing that gives more value for the  
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ROLLER CHAINNOISELESS IN MUD,  
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ALWAYS EASY RUNNINGThe only chain having FRICTIONLESS  
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ORDER THROUGH YOUR JOBBER.

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The WALD  
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saves time and dozens of valve springs;  
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TWO IN ONE

Will easily remove  
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See that extra second  
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Adapted for any Motor-cycle Chain.  
We have the only Patent for this  
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Write for circular and prices.  
The Empire Auto Spec. Mfg. Co., Berea, O.

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We Buy Right and We Sell Right.  
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Any size \$8.00. State size in order.

Collapsible Funnel for chamoising gasoline and filling motorcycle  
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EMPIRE TIRE CO., Trenton, N. J.

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samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

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## The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

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—the kind that satisfy

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Get catalogue and prices.

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Our models B, C, and D wrenches have met with universal favor among riders, because of their hardness and splendid wearing qualities.

They have been on the market for years, in fact, we were the first makers of these models, and today they are as popular as ever. Ask any experienced rider what wrench he uses. Get our catalog.

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## Here Is Something You Really Need

An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

IT'S THE GRAB CONNECTION

Price Each  
25c.



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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

THE MOTOR CAR EQUIPMENT CO.  
55B Warren Street New York



# Our New Style 1911 Product

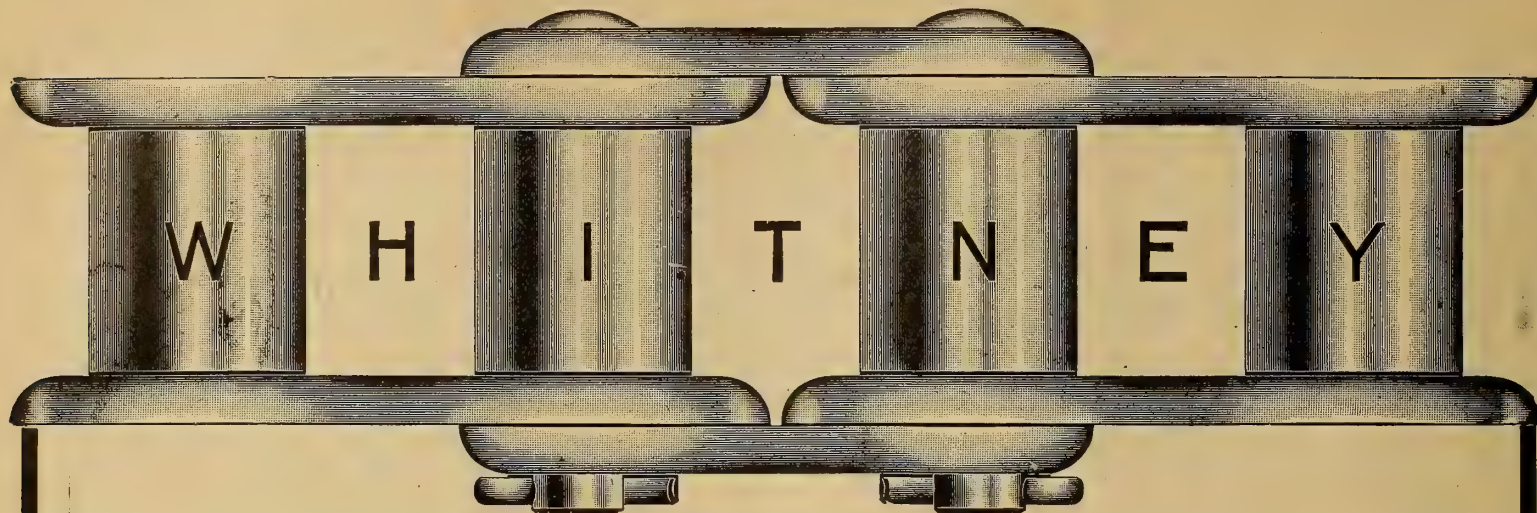


**NEW** Pinching and Crimping of  
**FLAP** Tube Entirely Eliminated

**KOKOMO RUBBER COMPANY**

Kokomo, Ind., U. S. A.





## HIGH GRADE DRIVING CHAINS

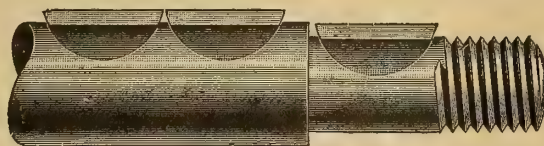
are used by the leading makers because they have proven themselves capable of the severest tests. Our chains are made right and they are made from the right kind of material, thus giving highest efficiency. Driving chains must be accurate and durable. "Whitney" Chains are both, and that is why our chains give such excellent results.

**We Build Chains for All Kinds of Power Transmission**

**ROLLER CHAINS—BLOCK CHAINS—QUIET CHAINS—CHAIN BELTS**

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**"The Woodruff Patent System of Keying"**



is a great saver of time and money. Requires no skilled labor. Is simple and rapid and gives better results. Many manufacturers acknowledge a saving of at least 75 per cent.

**THE WHITNEY MFG. COMPANY, Hartford, Conn.**



# Up Pikes Peak on Motorcycles

On September 25th, 1910, Messrs B. B. McReynolds, C. L. Reasoner and Arthur Stephens, all of Colorado Springs, made motorcycle history by successfully climbing Pikes Peak. The worst imaginable road conditions were encountered, and Mr. Stephens in his account of the ascent says:

"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

"Much of it was like the dry bed of some mountain stream, wedged and jagged with sharp, shovel-pointed rocks."

**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

# G & J TIRES

Could any further demonstration as to the durability of a tire be asked? Can you imagine any test more severe?

The tires used were regular stock tires shipped by our Denver house at a minute's notice, and were exactly similar to those you have bought and are buying today. In specifying G & J Tires for your new machine, or in ordering them for re-shoeing you assure yourself of tire equipment which is absolutely without equal so far as quality and service is concerned.

**G & J TIRE CO.**  
Indianapolis, Ind.



# More Victories for PIERCE Bicycles!

New York 6-day race, just ended, won by Root and Moran, on the Pierce.

Recent Boston 6-day race also won on Pierce Racers.

**Frank L. Kramer, National Champion, has won ten consecutive championships, always mounted on the Pierce.**

**Best on Road or Track  
Go Faster—Last Longer**

BICYCLE CATALOG "B" ON REQUEST

**THE PIERCE CYCLE COMPANY, Buffalo, New York**  
Pacific Coast Branch, Oakland, Cal.

## PIERCE Vibrationless Motorcycles

**Single and  
Four Cylinder  
Models**

Surpass all competition in  
Power, Smooth, Quiet  
Running, Hill Climbing,  
Simplicity and Durability.

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Our complete motorcycle catalog  
"A" should be read by every  
motorcyclist.

# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.





## SWIM WITH THE STREAM

AND SELL

# Pope Daily Service Bicycles

To Letter Carriers, Policemen, Telegraph and Telephone Linemen, Quick Delivery Messengers and to men who ride or should ride bicycles to and from their work.

## The Pope Daily Service Has Created Big Demand

**N**O machine in recent years ever jumped into popular favor so quickly or established such a permanent hold. Designed for these purposes, this type of Pope bicycle has created a big and growing demand among regular classes of bicycle riders because it has given them better service than any other machine on the market.

### Specially Built for Hard Usage

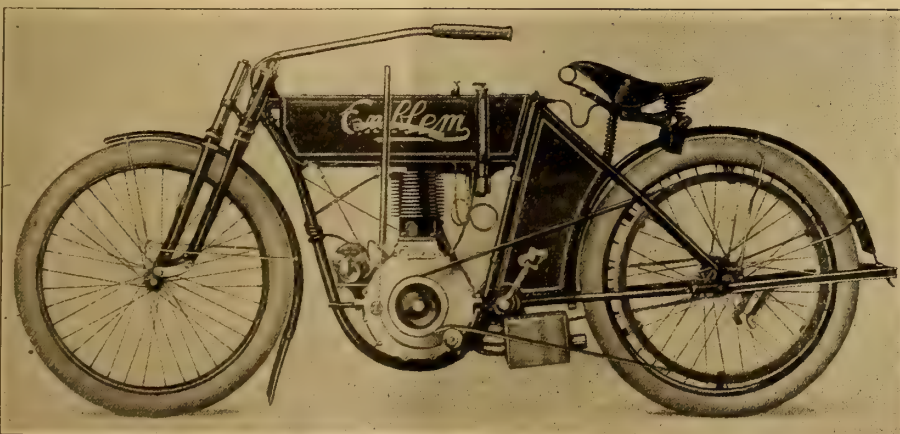
with heavy gauge, seamless steel tubing, strongly reinforced at all joints; unusually heavy head bearings with extra large cups, cones, and 3-16" balls; steel lined rims; and spokes of tandem strength.

The Pope Daily Service recommends itself strongly to dealers for specialization as a means of enlarging the scope, character, and stability of their regular trade. The past season developed a large demand for Pope Daily Service Bicycles. This season is developing a still greater demand. Will you be one of the dealers to reap the benefit of this demand?

**THE POPE MANUFACTURING CO., Hartford, Conn.**

**FOR DISCRIMINATING BUYERS** the Emblem is manufactured in three basic models with options giving a choice of fifteen different machines, one of which, a single, is shown herewith. All are Emblem standard in point of quality, workmanship and modern designing. The general type is the same as the 1910 machine with refinements which make a 1912 model of the 1911 Emblem Motorcycle. Comfort in riding and stability of component parts have not been sacrificed in favor of speed or increased profits. The reputation established and maintained by Emblem bicycles and motorcycles is a guarantee that the Emblem rider will "take nobody's dust" literally or figuratively speaking. An Emblem buyer is our best argument. In selling to his friends, his enthusiasm does the missionary work—the dealer makes the delivery.

4 and 5 horsepower Singles and 7 horsepower Twins with Exclusive Emblem features



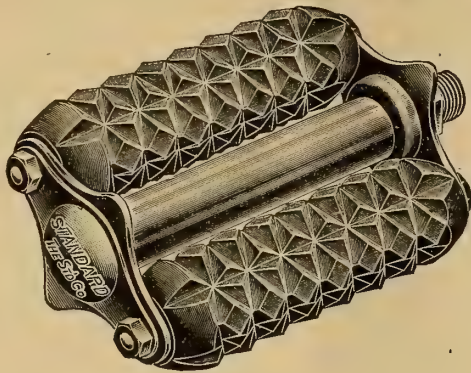
*Ride with the leaders—on an Emblem*

**Emblem  
Manufacturing Co.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

---

EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

---

*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

## Steering is not the only function of the handle bar!

☞ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



## The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

☞ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

**Kelly Handle Bar Co.**  
CLEVELAND, OHIO



## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

### PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San



## It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And this makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **GOODYEAR PATHFINDER**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide

has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer sore, no matter how little he paid for it. He forgets that.

But dealers in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

### The Goodyear Tire and Rubber Company

Moal Street, AKRON, OHIO.

BRANCHES—Boston, 669 Boylston St.; Buffalo, 719 Main St.; Chicago, 80-82 Michigan Ave.; Cincinnati, 127 Seventh Ave.; Cleveland, 2005 Euclid Ave.; Detroit, 251 Jefferson Ave.; Los Angeles, 949-51 S. Main St.; New York City, 64th St. and Broadway; Philadelphia, Broad St. and Fairmount Ave.; Pittsburgh, 5988 Centre Ave.; San Francisco, 535-39 Golden Gate Ave.; Washington, 1026 Connecticut Ave.; Omaha, 2020-22 Farnam St.; Milwaukee, 188-92 Eighth St.; Memphis, 181 Madison Ave.; Dallas, 1505 Commerce St.; Kansas City, 16th and McGee Sts.; New Orleans, 706-16 Baronne St.; Atlanta, 90 N. Pryor St.; Providence, 366 Fountain St.; Minneapolis, 915 First Ave. S.; St. Louis, 3935-37 Olive St.; Denver, 1721-23 Arapahoe St.; Salt Lake City, 105-07 W. Second South St.; Toronto, 85-87 Queen St.; Toledo, 909 Jefferson Ave.; Seattle, 1532 Broadway; Atlanta, 233 Peachtree St.



# FISK

## BICYCLE TIRES

**Tested, Tried and Proven  
BEST**

EVERY man is privileged to buy his tire experience—it is purely a matter of taste and length of pocket-book.

IT does seem an unnecessary waste of time and money, however, when there is one make of Bicycle Tires—the FISK—that has already been selected by the greatest wheel makers as standard equipment in rigid factory elimination tests.

THEIR tests covered every make—yours never could. Why not profit by it? At least write for Illustrated Booklet.

*Dealers who want the best seller  
should write for full particulars.*

**THE FISK RUBBER COMPANY**  
Department E CHICOPEE FALLS, MASS.

*Direct Factory Branches in Twenty-three Cities*

# N. S. U.

**A TWO-SPEED AND  
FREE ENGINE  
MOTORCYCLE** **Absolutely  
Perfected**

because it has been tried longer and proven itself thoroughly worthy of the claim, "the best mountain conquerer and traffic motorcycle offered in the United States." It's the only two-speed motorcycle that has stood the test of time.

**IT SIMPLY GLIDES**

*Write us before you buy unwisely.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street NEW YORK



You won't  
feel like a  
Jumping-  
Jack if you  
ride

**THE FLYING MERKEL**

**MOTORCYCLE**

It doesn't bounce the daylights out of you because "it's the only motorcycle with a Spring Frame and Spring Fork." The roughest roads seem smooth to the rider of the comfortable, speedy, strong, durable "Flying Merkel," the sensation of the motorcycle world. You should own one.

*Our catalog "D" describes the full line of "Flying Merckels."*

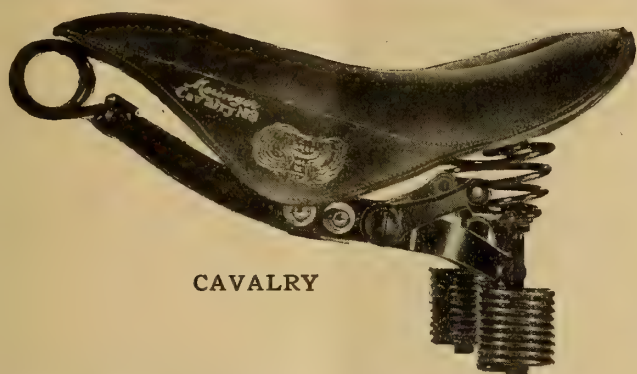
**Merkel-Light Motor Co.**  
POTTSTOWN, PENNSYLVANIA  
MEMBERS OF N.M.A.



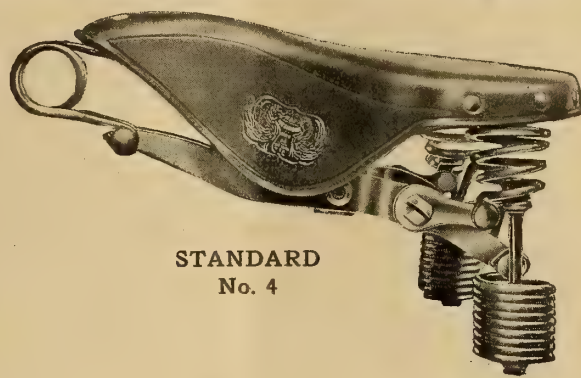
## Another Convincing Evidence of Superiority

The steadily increasing demand of riders for MESINGER SADDLES during the third year of our use of our patent shock absorber. We now can prove that

**50%** of the MOTORCYCLE MANUFACTURERS Use Exclusively MESINGER SADDLES in 1911 and nearly all the others are using them as Part Equipment.



CAVALRY



STANDARD  
No. 4

### Why MESINGER SADDLES Cost More and Why They Can Not Be Equaled.

Because they are all fitted with PATENT SHOCK ABSORBERS, saving the rider and machine from disagreeable jolts, and equalizing the springs.

Compare Elegance with Strength and Comfort

**"ASK THE RIDER and  
WATCH HIM RIDING"**

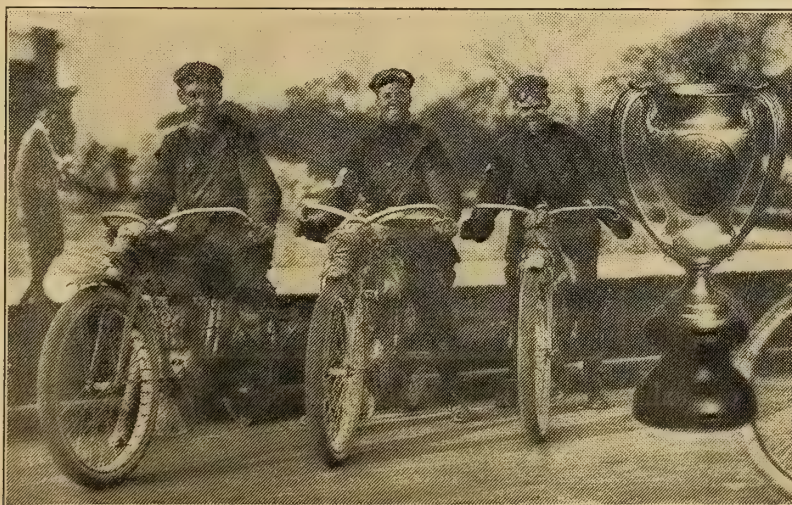
All Parts Guaranteed for the Season

**H. & F. MESINGER MFG. CO., 1801-1807 First Ave., New York**

# Thor MOTORCYCLES

last longer and give better service than any other motorcycle built. We all know that.

**If You Want to  
Ride the Best,  
Buy a *Thor***



**If You Want to  
Sell the Best,  
Secure the *Thor*  
Agency Now**

Examiner Trophy and *Thor* riders, winners of Western District Elimination Contest, 2,400 miles with a perfect score.

**1911 Models Now Being Delivered**

**AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., CHICAGO**



"Quality Means Economy—Racycle Means Both"

## WHICH DO YOU PREFER?

To walk, and push your motorcycle up the hill, or  
Ride up the hill on a 1911 Racycle with Free Engine Clutch?

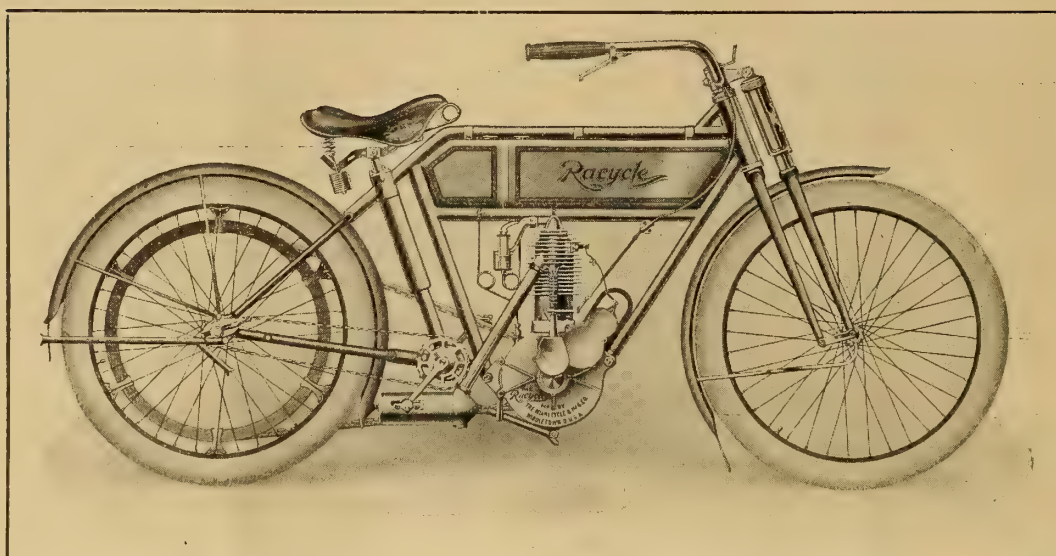
Would you prefer to jolt yourself half to death over rough country roads or city cobble stones on an ordinary motorcycle, or

Would you rather ride smoothly along without jolt or jar on the improved 1911 Racycle Spring Seat Post?

Flat Belt  
with Idler

Battery or  
Magneto

Spring Seat  
Post



V Belt with  
Free Engine

Ball Bearing  
Engine

Musselman  
Brake

## The 1911 Racycle Costs You No More

with these comforts and conveniences than an ordinary motorcycle does without them. Don't buy an ordinary motorcycle and then regret it or try to trade it off, but get the up-to-date, easy starting and easy riding Racycle and you will always have the laugh on the other fellow.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

We will be glad to see you at our exhibit at the New York Automobile Show, January 16th - 21st, Space 706, Balcony

**THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio**

Members M. M. A.

### DISTRIBUTORS:

F. M. JONES  
Los Angeles—Cal.—Sacramento

GUS. HABICH  
Indianapolis, Indiana

EDWARDS-CRIST MFG. CO.  
1150 Jackson Blvd., Chicago, Ill.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, December 24, 1910.

No. 14

## WANTS \$540,000 FROM HENDEE

Then Other Motorcycle Makers Must Pay in Turn, Pennington Proposes—Advertiser Makes Demands.

Modestly claiming a "basic" patent covering the construction of all motorcycles, the notorious E. J. Pennington, whose exploits in the promoting of companies on the strength of his glittering inventions have brought him into grave trouble in many cities, has bobbed up again—this time in Springfield, Mass., where he announces his intention of bringing suit against the Hendee Mfg. Co., of Springfield, for the trifling sum of \$540,000, as back royalties on Indian motorcycles. He indicates that after pocketing the Hendee company's \$540,000 he will proceed against the other motorcycle manufacturers in turn, making them pay well for "infringing" his basic patent rights. In fact, he proclaimed himself as "Selden" of the industry. Nor did he hesitate to reveal that the Selden people had handed him \$350,000 in cash, according to his story, to keep out of the Selden litigation relating to the basic patent on automobiles.

Pennington's first appearance at the Hendee factory was about two months ago, when he entered President Hendee's office and dramatically laid down on the desk a torn page from an old patent. Pointing to the patent, he proclaimed it be his basis for demanding some \$60,000 back royalty. He was politely informed that the company knew all about his patent, relating to a motorcycle that Pennington brought out in about the year 1894, and that his mission was fruitless. Frequent subsequent visits, in which he was accompanied by a lawyer, brought him no better results, and on his

last visit, he threatened to close the Hendee factory by injunction, collect his back royalty, take away every Indian rider's machine and wreak havoc generally. He was smilingly told that that was his privilege—if he could do it.

Following the termination of his visits at the Hendee factory, Pennington got hold of a reporter for a Springfield newspaper and unfolded his magnitudinous plans, by which it now appears that when he does sue the Hendee company (the date being indefinite) he will demand \$540,000. In the meantime he proposes to start an aviation school, an aeroplane factory, a spark plug plant and a few incidental enterprises, for which the Springfield people no doubt will be asked to "put up" as encouragement to the genius in their midst.

## DeLong Buys Motorcycle Specialty.

The Motorcycle Specialty Co., of Boston, Mass., of which E. H. Corson has been the manager, has sold its business to E. M. DeLong, of Scranton, Pa., who will continue the business in Boston at the old location, where the company has been for six years. DeLong is the designer of the Marathon two-cycle motorcycle and has been connected with George G. Prentice & Co., New Haven, Conn., its builders. Corson, who is a veteran in the motorcycle business, will devote himself to the manufacture and marketing of patented specialties, under the name of the Hood Mfg. Co., 221 Columbus avenue, Boston. He has brought out several motorcycle specialties, which are to be included in the line.

## Will Handle New Era in Cleveland.

The Morse Motor Sales Company has been organized in Cleveland and salesrooms opened at Lexington avenue and East 55th street. The company will sell the New Era auto-cycle.

## HARRIS FINDS TRADE EXPECTANT

Distributors and Jobbers Looking Forward to a Big Year—Same Feeling in All Cities He Visited.

Returning from a business trip which has taken him on a circuit including Los Angeles, Seattle and other Pacific Coast cities, D. P. Harris, of the D. P. Harris Hardware Co., New York City, has returned to the metropolis confident that the year 1911 will be one of the best known to the cycle and motorcycle trade. As the manufacturers' distributor for almost every imaginable kind of cycle part and cycle and motorcycle accessory, Harris is in a peculiarly advantageous position to judge of the industry's outlook, since his dealings are directly with the large jobbers and distributors throughout the country, who are directly in touch with the situation in their respective territories.

"Nowhere on my trip," said Harris, "did I discover any pessimistic doubts about the volume and activity of the coming year's business. The people on the Pacific Coast are looking forward to a splendid year, and the same may be said of the trade all over the country. Some of the jobbers are of course making greater preparations than others, but there is a general tendency to stock up even more liberally than last season at this time. In fact, the cycle and motorcycle trade all over seems to be in as healthy and flourishing a state as anyone could ask for.

"In all of the cities on my itinerary there were manifestations of the new impetus that has been given the trade as the result of the growth of business during the past year."



### Thiem Takes a Larger Factory.

The Thiem Mfg. Co., making the Thiem motorcycle, has moved its factory from Columbia Heights, a suburb of Minneapolis, Minn., to 2237 Hampden avenue, St. Paul. A doubling of the factory space has been obtained by the new move. The company's financial affairs for the coming year have been placed in much better shape, due to the encouragement of some of the larger creditors, who have accepted terms of settlement that allow the company more leeway for expenditure in preparation for the 1911 season. Additional capital for the enterprise also has been obtained, and all the small creditors have been paid in full. New machinery has been added to the company's equipment, and a larger production than ever before is in prospect.

### Keene Announces Its Third Show.

This enterprising New England aggregation of hustlers that styles itself the Consolidated Motorcyclists, Inc., of Keene, N. H., is sending out useful and appropriate reminders of its third annual motorcycle show, which will be held on Friday and Saturday, February 24-25, 1911. The announcement takes the form of a calendar card of the current month and first quarter of next year, with the show dates conspicuously indicated in red ink. The form of the announcement insures that it will be retained for months to come to serve not only as a daily show reminder, but as a useful desk accessory. C. C. Wilber, 64 Main street, Keene, N. H., is the high-tension wire of the show committee.

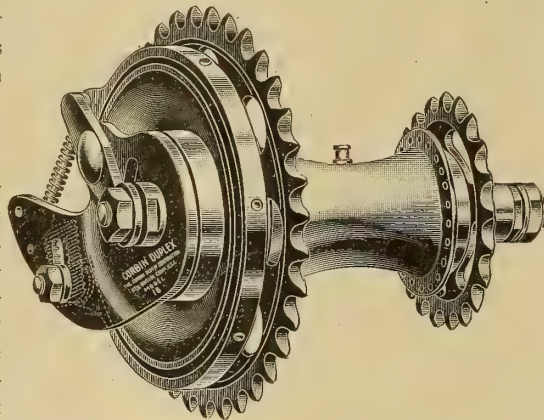
### New Firm to Start in Des Moines.

Des Moines, Ia., is to have a new motorcycle and bicycle concern, which is to handle Indian and Excelsior motorcycles and which is to be known as Jenkins & Co., incorporated at \$10,000. F. R. Jenkins will be the general manager of the concern, which for the present will be located at 813 West Grand avenue, but which is to build a business block of its own at 611 Grand avenue. The company intends to act as distributors in central and southern Iowa.

### Corbin Offers V-Band Brake.

Setting a new standard in motorcycle brake construction, by the abandonment of standard practice and the development of new and radical features, as well as a general overhauling and improvement of the old features that are retained, the Corbin Screw Corporation, New Britain, Conn., is offering the Corbin duplex motorcycle band brake for 1911 in four models for either chain or belt driven machines. As the illustration indicates the braking surface is increased and the exterior mechanism has been altered considerably. Foremost among the new features is the use of a V-shaped brake band in place of the flat band heretofore used, the new style giving a much better grip, and in connection with a

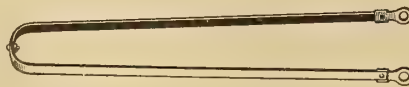
larger drum contributing a 50 per cent. increase in braking surface. This extra braking power will be particularly appreciated on high powered machines. All tendency towards sticking or locking has been overcome by designing a new type of releasing mechanism which is direct acting and placed outside where it is accessible. Changes in the lever also have been made to obviate any interference with driving chains. The four models which will be supplied for any make of machines are as follows: Model 18, chain drive, length over all outside of cones,  $6\frac{3}{4}$  inches; chain line,



both sides, 1 15-16. Model 18A, belt drive, length over all outside of cones,  $6\frac{3}{4}$  inches; chain line, 1 15-16 to 2 7-16. Model 19, chain drive, length over all outside of cones,  $7\frac{1}{4}$  inches; chain line, both sides,  $2\frac{1}{4}$  inches. Model 19A, belt drive, length over all outside of cones,  $7\frac{1}{4}$  inches; chain line, 1 15-16 to 2 7-16 inches. All brakes are drilled for either 36 or 40 spokes.

### Mud Guard Braces of New Design.

Even in apparently so insignificant a thing as mud guard braces, fashions change now and then, and to keep pace with the improvements in other parts of bicycles the Forsyth Mfg. Co., Buffalo, N. Y., has brought out a new mud guard brace for



1911 machines. The brace, as the accompanying illustration shows, is of pleasing design and is made from cold rolled flat wire, three-eighths of an inch wide and nickel plated throughout. The axle eyes are of cold rolled steel and are riveted to the body.

### Davenport Dealer in New Store.

George R. Myers, of Davenport, Ia., has taken a new cycle and sporting goods store at 430 Brady street. In addition to the selling department, the place has a large workshop separate from the rest of the store, with skylights and cement floors. The shop has a very complete equipment of machinery, including brazers, wheel lacers and all kinds of light lathes.

### Trade Banquet Plans Complete.

Detail plans have been completed for the luncheon banquet that the Cycle Parts and Accessories Association is to tender the National Association of Bicycle Jobbers and to the motorcycle and bicycle manufacturers, at the Hotel Astor, New York City, on January 12, during the time of the New York show. The Cycle Parts association and the Jobbers' association will hold their respective meetings at 11 a. m., and the luncheon is scheduled for 1 p. m. It will take place on the banquet floor of the hotel, and is to conclude about 2:30 p. m., so that those attending it may return to the show early in the afternoon. The new publicity man of the F. A. M., Merle Sidener, is to be one of the speakers.

### Deals With Clevelands and Westfields.

Beautiful typography and illustration are used unsparingly in presenting the features and merits of Cleveland and Westfield bicycles for 1911, in the catalog that the Pope Mfg. Co., of Hartford, Conn., has issued describing these well-known lines. Eight models of the Cleveland are shown and two of the Westfield, not forgetting the Fay juveniles and the Pope "daily service" machines, while the remainder of the 24 pages are given over to the advantages of Pope construction and manufacturing methods.

### Capital Charmer to Help Seamark.

Attired in a bright red dress and exhibiting some fashionable hosiery dotted with forget-me-nots, an auburn-haired young woman, standing near a board fence, is the central figure on a pretty calendar which is being distributed by Harry F. Seamark, 6th and G streets, N. W., Washington, D. C., who represents the Merkel and Emblem in the national capital. The young lady is shown pointing toward the fence on which Seamark's name and that of the "Flying Merkel" are emblazoned.

### Coffman Remembering His Friends.

A. B. Coffman, sales manager of the Consolidated Mfg. Co., Toledo, O., is sending to his friends in the trade a graceful greeting for Christmas and New Year's. It is a deckle-edge, red-ribboned fold of note paper, on the inner pages of which are engraved holiday greetings over Coffman's signature in ink, together with a small photograph of the sender.

### Kelly-Racine Starts Producing.

Having practically completed its factory buildings and equipment, the Kelly-Racine Rubber Co., of Racine, Wis., has commenced the manufacture of its sample lines, starting with motorcycle and bicycle tires. Actual production on a commercial basis is to begin early in January.

### Schroeder Moves Cycle Shop.

George Schroeder, who conducts a cycle business in Davenport, Ia., has moved to new quarters at 1105 Third avenue.



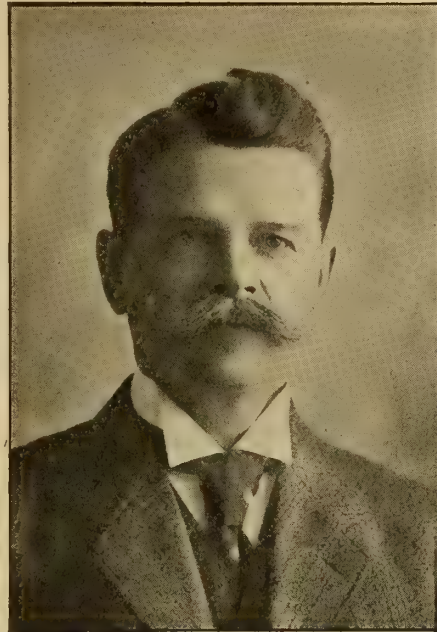
### Sees Business Chance in Jersey City.

Moneymaking possibilities galore exist in the motorcycle field in Jersey City, N. J., according to George E. Blakeslee, of the Crescent Automobile Co., in that city. As an experienced automobile dealer and business man, he expresses the opinion that a good return on the investment will be made to any firm that takes the agency for a good motorcycle and a good bicycle in Jersey City, provided the business is handled progressively. His idea is that the city needs a large store selling motorcycles, bicycles, parts and supplies, and that it should have a garage for storing and a machine shop for repairs. A strictly Jersey City club of riders should be formed, and, if possible, clubrooms should be provided over the company's headquarters. There are a number of good locations for a speed track, and speed contests, if rightly handled, would bring both revenue and advertising. With a good publicity man and perhaps a team of riders mounted on the company's machines, a lively and profitable campaign could be instituted. In fact, the chances are so alluring that if it were not for the press of his automobile business, Blakeslee would be inclined to go into the motorcycle and bicycle business himself.

### Hendee to Establish Coast Branch.

For the better distribution of Indian motorcycles on the Pacific Coast, the Hendee Mfg. Co., of Springfield, Mass., is to establish a branch on the Pacific Coast with C. C. Hopkins as manager, and San Francisco has been selected as the logical point for its location. Hopkins for many years has been the Indian agent for the San Francisco district, and is one of the most widely known men in the motorcycle trade on the coast. He will give up his personal business on Gough street and will devote his time to the Hendee interests. A commodious two story brick building, especially designed for the use of the branch, is to be started immediately, and it is expected that it will be completed in 60 days.

It will be at 234 Van Ness avenue, corner of Ivy avenue, only a short distance from Market street. All models of Indian motorcycles, together with parts and supplies, will be kept in stock for the Coast agents to draw on, avoiding long delays incident



C. C. HOPKINS

to getting orders filled from the factory in the East, and making many conveniences over former distribution.

### More Comfort With Padded Saddles.

To one who is accustomed to using an unpadded motorcycle saddle, a ride on a machine with a soft padded seat will be a revelation in comfort and absence of soreness or fatigue. Most saddles are not padded, but it is easy to bring the saddle to a harness maker and have him attach a nice pad with a soft leather top. If this is impractical, one can be made of cotton batten or felt with rubber cloth covering. A padded saddle will add much to the comfort of riding.

### Measures to Keep Racing Tires On.

Pending the time when lugs can be obtained from the tire makers to prevent tires from rolling off the rims in races, the danger can be obviated almost entirely by the use of tape or leather straps bound around the tire at, say, four equidistant points. Of the two, the straps are the better, for they can be applied and removed more quickly, and they have the additional advantage of being stronger and more durable. Skate straps shortened to suit are about right. They should not be drawn tight, as unduly to compress the tire, but just enough to fit snug, and the buckle should be placed on the inside of the rim. Both tires bound in this way will insure their remaining on the rim under all circumstances and thus eliminate one source of possible serious trouble. Incidentally, the straps will give a little better traction to the tires, but they must be replaced as soon as they show weakness from wear.

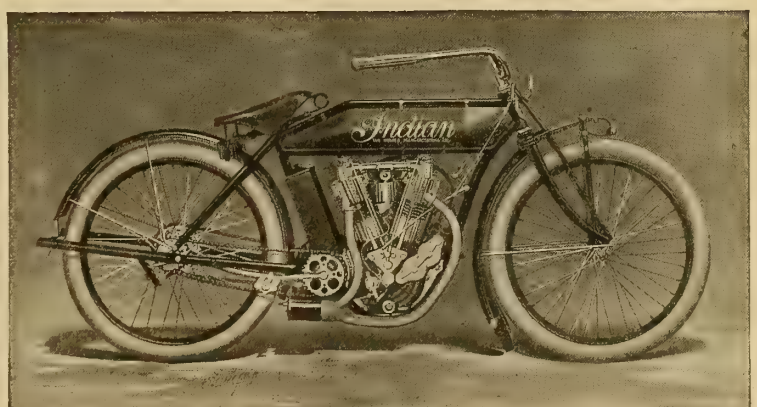
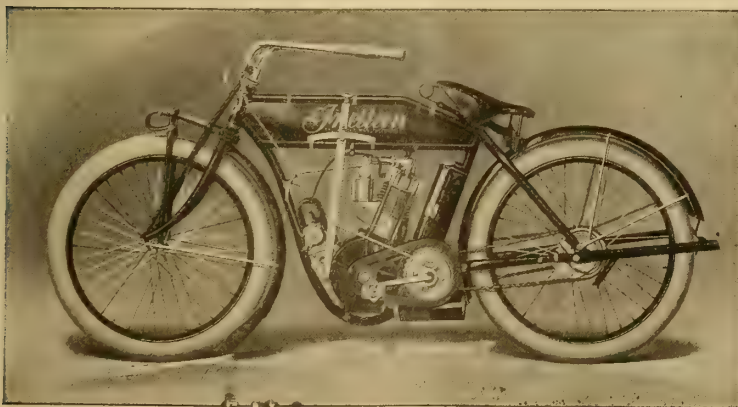
### Private Show for Yale at Chicago.

The Consolidated Mfg. Co., of Toledo, O., making the Yale motorcycle, is to "flock alone" at Chicago during the time of the annual show, and will conduct a motorcycle show of its own in the establishment of Clausen Brothers, the Yale agents, at 1517 Michigan avenue, near the Coliseum. The place will be decorated and garnished with special electric signs. Coffman stands for independent motorcycle shows by the motorcycle manufacturers.

### Sells a Bicycle for Every 33 People.

If all cycle dealers who could do as well as one on the Pope Mfg. Co.'s list, the trade soon would be called upon to supply about 3,000,000 bicycles per year for the United States alone. In a town of 4,141 inhabitants, this dealer has sold 126 Pope bicycles during 1910, while seven rival establishments also were selling bicycles in the same locality. The proportion of bicycles sold to population is therefore calculated to astonish statisticians.

## INDIAN 4 HORSEPOWER SINGLE AND 7 HORSEPOWER TWIN, WITH FREE ENGINE CLUTCH.



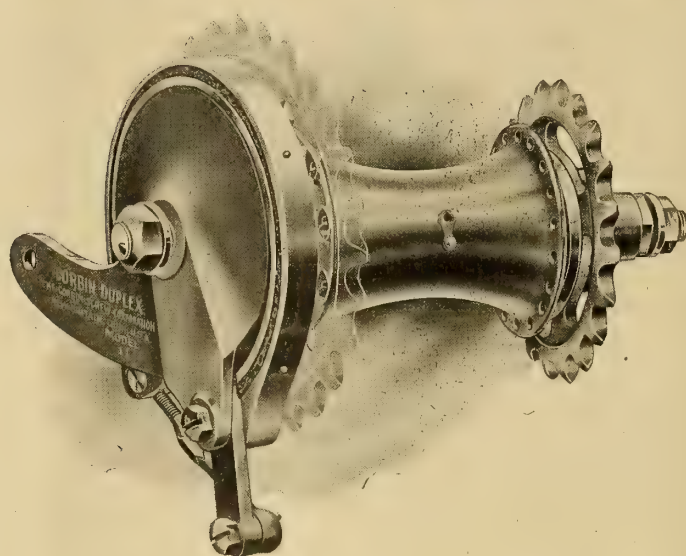
Both models have a shorter frame than last year, giving a wheel base of 53 inches.



# When the Motorcycle Arrived,

the engineers and designers in the great Corbin works, set about designing a complete new brake suitable for the motorcycle and not a mere enlargement or adaptation of the light bicycle brake. They brought forth a real and adequate motorcycle brake, styled the

# C O R B I N



## Motorcycle Duplex Band Brake

With no metal to metal braking surfaces, with big periphery and powerful leverage, with prepared asbestos facing for the broad contracting brake band—this brake has proved the bulwark of motorcycling safety. Will your machine have a Corbin?

**CORBIN SCREW CORPORATION**

**NEW BRITAIN  
CONNECTICUT**

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK DECEMBER 24, 1910.

## National Road Race the Need for the Next F. A. M. Meet.

When the making up of the next F. A. M. meet program is begun, it is to be hoped that those who will have the matter in charge will profit by the experiences from the past few meets and cut out some of the entertainments, morning runs to Siwash beach, smokers and the like, and substitute, instead, a good road race. It is well known that many of these entertainments and runs to local points of interest for the past few years have been failures, because the visitors either were too tired to attend them, or else preferred to go sightseeing on their own account.

Those who attended the 1905 and 1907 meets at Waltham and Providence, respectively, will agree that the road races which were held in connection with those gatherings were two of the best motorcycle events ever run in this country. While the distances were not long—25 and 20 miles, respectively—the courses were ideal, the fields were large, likewise the crowds, while the action was of the sort that makes one shout at the top of his voice and send his cap aviating. There have been too many track meets and too few road races in the history of motoreycling in this

country, and while it may be argued with some degree of truth that a track meet is easier to arrange and manage, it does not compare with a road event for thrills and spectacular performances.

The difficulty experienced in automobile road races, of properly policing the course, should not obtain to such a degree in motorcycle road events, for the two races mentioned are proof sufficient that such road events can be run without injury to spectators. There is no doubt but that a large majority of the visitors who attend the annual meets would take in the road race, when they would not go to the entertainments, and a race of this sort would attract more attention and publicity to motorcycling than 1,000 smokers or matutinal runs to Kickapoo Inn. We have our national track championships; now by all means let the national road championships be instituted at the next F. A. M. meet.

There are many good track riders in this country, but the star road men are very few indeed, and those have been developed by the national endurance runs. In a few years we will have our international motorcycle races, similar to the Vanderbilt Cup and Grand Prize classics of motor car fame, and unless we are able to put good road riders in the saddle, the best machines in the world will be of no avail. The way to develop such riders is to have 50, 100 and 200 miles road races in sections where clubs are strong financially and are able to secure a good course for such events, while the ability to provide a good circuit and police it properly should be an importing factor in allotting the next F. A. M. meet.

### Inspiration for Club Upbuilders.

Motorcycle clubs that really want to be of service to their members can profitably follow the example of the San Francisco Motorcycle Club, whose doings are chronicled elsewhere in this issue. The action taken by the club in issuing quarterly cards or bail bonds to members is one of the best ideas which has emanated from club ranks in many moons, and it is to be hoped that other live and progressive clubs will follow the example of the Californians.

To be sure there is no reason why motorcyclists should violate the speed, light or other ordinances, but sometimes such infractions are unintentional, and as the law as exemplified by the policeman accepts no excuses, it is either a case of produce the

necessary bail or spend a few hours meditating in a gloomy cell until friends come to the rescue. The privilege of enjoying immunity from detention in case of arrest is one well worth the cost of membership, not to speak of the other advantages accruing from it, and the string tied to the privilege, whereby the beneficiary is compelled to keep his dues paid up, was a most happy thought, for which the originator deserves a vote of thanks.

Undoubtedly a large portion of the 133 per cent. increase in membership in the San Francisco club in the last two months can be credited to the quarterly cards, the advantages of which cannot fail to appeal. The membership team competition scheme, too, is a crackerjack. It is to be hoped that clubs that either are resting on their oars or floating down stream will be stimulated to activity by the good example shown by their brethren on the Pacific Coast.

### Making Up Replacement Parts Outfits.

In the motorcyclist's expenditures for parts, it will be found that the items most frequently purchased are such common things as nuts, washers, split pins and screws. Most of them are replacements of similar parts that were lost, while others gave out through wear occasioned by frequent application of tools. Oftentimes a nut, screw or split pin is lost on the road, leaving a vital adjustment open to derangement or injury, and frequently there is no spare available at the time. It is a good idea to make up a small box containing an assortment of such small parts as are most frequently needed, so that one never will be caught without them. The box preferably should be of metal, so that the vibration of the parts will not wear a hole in it.

Here, also, is a chance for dealers to make up assortments of small parts for various machines in neat and compact metal boxes. Such outfits are reasonably sure to appeal to many riders as well as to stimulate the sale of such parts in quantities instead of piecemeal. Incidentally, the idea can be extended and enlarged upon to make up complete sets of valves, springs, cups and keys, chains and sprockets and similar closely related parts.

In making up such assortments, judgment should be exercised so that parts most frequently needed, as indicated by sales and experience, will be chosen. Furthermore, the packages should be of a size as will permit them easily to be carried in the toolbox.



# Coming Events

## 1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

## 1911 January 1911

Sun.	Mon.	Tue.	Wed.	Thurs.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

December 31, Brooklyn, N. Y.—C. R. C. A. annual road race for the Jones Trophy.

December 31, Buffalo, N. Y.—Seventy-fourth Regiment games and bicycle races in armory.

December 26, Tampa, Fla.—Race meet of the Tampa Motorcycle Club.

January 1, Newark, N. J.—Sociability run of New Jersey Motorcycle Club to Dover, N. J.

January 1, Cleveland, O.—Cleveland Motorcycle Club's reliability run to Akron and return, 100 miles.

January 1, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's 100 miles New Year's run.

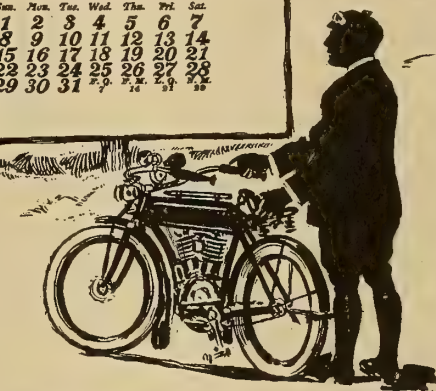
January 2, New York City.—New England Wheelmen closed cycle race, for members only.

January 9-14, Buffalo, N. Y.—Six day race at Broadway arsenal.

January 12, New York City.—Cycle Parts and Accessories Association's winter meeting at Hotel Astor.

January 12, New York City.—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 15, Oakland, Cal.—Opening



motorcycle meet on new Elmhurst motor-drome.

January 16-21, New York City.—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City.—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City.—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

February 24-25, Kenne, N. H.—Consolidated Motorcyclists, Inc., third annual show.

January 28, New York City.—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

### Newark's "Insurgent" Club Organized.

As a rival to the New Jersey Motorcycle Club, of Newark, N. J., a new club has been formed, styled the Newark Motorcycle Club. It was launched at the Continental Hotel in Newark on Tuesday night, 20th inst., when ten riders met for the purpose of forming the new organization. Joseph Hester was elected to the presidency, while Percy Drummond was made vice-president, and William James secretary. Both Drummond and James are members of the New Jersey Motorcycle Club, and it is rumored that the new organization is to be made up largely of members of the older body who are not entirely satisfied with the latter.

### Cleveland Club's Route Changed.

The Cleveland Motorcycle Club has been compelled to change the course of the New Year's Day run because of construction between Cleveland and Elyria. Instead of Akron, the club has chosen Oberlin as the terminal. This course will take the motorcyclists over 90 miles of good roads, and

will include Elyria in the itinerary. So far 30 members of the Cleveland club have signed entry blanks, and as only 15 entrants are necessary to assure the run, the trip to Oberlin will be made.

### Club Pin for New York "Tourists."

While the encouragement of touring among its members is a stock clause in the



constitution of almost every motorcycle club, only one, the comparatively young Motorcycle Touring Club, of New York, exists for that sole purpose and incorporates its object in its name. The club's colors are crimson and gold, and its pin, shown in the accompanying illustration, is distinctive in that it does not include a motor in its makeup. The pennant is crimson, and the spokes and rim are gold. The organiza-

tion's headquarters are at 227 West 83d street, New York City, and it has 22 members, many of them professional men. The club already has taken steps to protect its name from being adopted by other Metropolitan clubs which are rumored to be in an embryo state.

### Asbury Park Race Series Schedule.

Plans for the motorcycle races which it is proposed to hold at Asbury Park, N. J., during next summer, under the management of R. A. Van Dyke, secretary of the N. C. A., are fast taking shape. Dates already have been decided on, and it is planned to run a series of 12 meets, commencing on July 1, and continuing every Saturday afternoon until September 2. Meets also will be held on July 4, Labor Day and one Wednesday, the exact date of which will be determined later, which will complete the schedule. Associated with Van Dyke in the enterprise will be E. A. Harvey, lessee of the track and prominent in athletic circles. Overtures have been made to the motorcycle manufacturers to lend support to the meets, and prospects for success already are encouraging. A cycle race franchise for the territory also has been secured, indicating that bicycle racing also is a possibility.

### Dubuque Club Is Ambitious.

Although it will not celebrate its first birthday for several months yet, the Dubuque (Ia.) Motorcycle Club is making up an ambitious slate for next year in a contest way. At a recent meeting it was decided to hold a 500 miles endurance run next July, and several race meets are "in pickle."

### The "Ayes" Seem to Have It.

"Please renew my subscription to December 15, 1911, as the Bicycling World and Motorcycle Review beats all other papers or magazines for motorcycle news and the latest inventions."—J. M. S., Fairpoint, O.

### FAMILIAR NAMES ILLUSTRATED.



"ERIE"



# LITTLE NOVELTY AT PARIS SHOW

French Motorcycle Makers Fail to Reveal Any Noteworthy Offerings—Swiss and Belgians Progressive—Lightweights Prevail—Features of the Exhibition.



GENERAL VIEW OF PARIS SALON IN THE GRAND PALAIS

Scattered about in odd places and overshadowed by motor cars, the motorcycle exhibition at the twelfth annual Paris Salon or automobile show, which was held in the Grand Palais from the 3d to the 18th inst., was rather disappointing. According to the catalog there were 31 exhibitors of motorcycles, but they were so snugly tucked away in inaccessible corners for the most part that many of them were unknown to a large majority of the visitors. In the list of exhibitors four countries were represented—France, England, Belgium and Switzerland, with the French machines in greatest numbers, of course.

To the enthusiast or seeker for new and radical features the show held little, but it was notable for the degree to which the lightweight has been developed in France. Without exception the French machines showed evidences of trimming almost to the

breaking point in the effort to reduce weight. As this lightweight trend would indicate, the motors nearly all were low powered, running in sizes of 2 to 2½ horsepower twins and 1½ to 2¾ singles. There were a few fives and sevens. Frames were light and rather high, none having the sloping top bar so common in this country. With one exception the forks were of the compound plunger type. A Peugeot twin used the Truffault fork which is built on the same principle as the Truffault friction shock absorber for motor cars. It is hinged in three places, having a folding action somewhat similar to a scissors, and the resistance being provided by variable tension frictions disks. In other respects this machine was very similar to the Merkel twin.

Magneto ignition was almost universal, as were automatic inlet valves, the mechanical being fitted on few machines and in no case

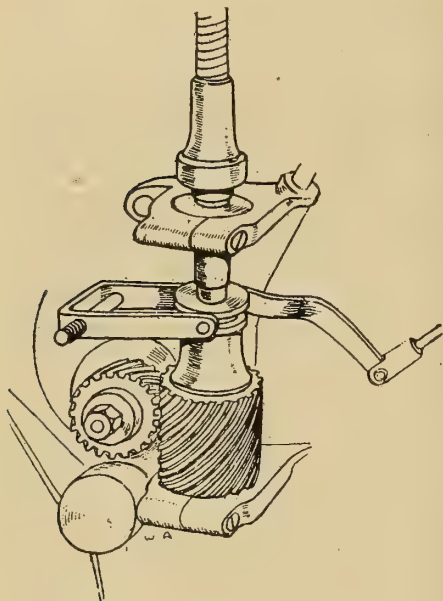
were they of the overhead rocker type. French reputation for fine workmanship was maintained in the engines, which, in several stands, were shown sectioned. Another French leaning was for cylindrical nicked fuel tanks similar to that used on the M-M in this country. With the exception of the four-cylinder F. N., which was the only "four" shown, belt transmission was almost universal. There were no flat belts used, the V and round types receiving the preference. There were only three or four chain machines.

As is well known, motorcycling in France is practically dead from a sporting or utilitarian standpoint, the use of the machine being regarded as more of a fad. As a result, the trade is stagnant, and the country is considerably behind America and England in the development and use of motorcycles. There is some tendency toward



handlebar control, although the elimination of frame levers is by no means complete. In the matter of control the Belgians and Swiss are further advanced than the French.

On the F. N. was shown one of the few two-speed gears at the show. It was called



RENE-GILLET MAGNETO DRIVE

the Rontoux, after its makers, and was quite neat. The gears always are in mesh, and the different ratios are obtained through shifting metal to metal clutches by means of a ratchet lever on the side of the tank.



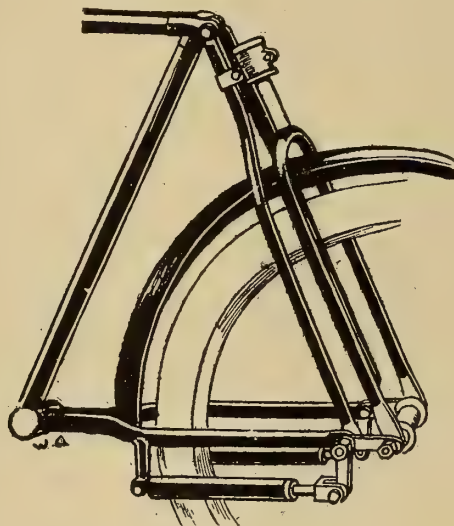
ENCLOSED CHAIN ROCHET

The only sidecar in the show also was displayed at the F. N. stand.

At the Griffon space was shown a tri-car very much on the lines of some of the English creations with their massive construction. It was more closely related to

the three-wheel motorette, having a bucket seat for the driver, wheel steer and side lever control. A planetary two-speed was fitted. A two horsepower undergeared single also was exhibited at this stand.

At the Griffon stand also was shown a five horsepower twin racer with double coil ignition and girder forks. Peugeot machines, one of the best French makes, and well known in this country, were shown in several models. On the  $3\frac{1}{2}$  horsepower single the mechanical inlet was fitted, the others using automatics. Quite a novel rear suspension was shown on the Terrot machine. On the lower stays were carried coil springs in compression. Another inno-



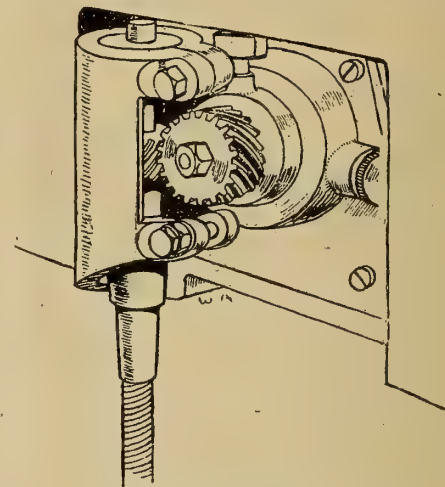
TERROT SPRING FRAME

vation found on this machine was the ingenious speed change, involving an expanding pulley. The lever operating the pulley through clever linking also tightens or slackens the belt automatically.

To the firm of Lurquin & Coudert belonged the honor of showing the highest powered machine, a 7 horsepower racer. Considerable ingenuity was displayed in the tiny Rochet of  $1\frac{1}{2}$  horsepower. It was undergeared with final chain drive entirely enclosed. The firm also catalogued a water cooled model which was not shown. Many innovations were to be found on the Rene-Gillet with its flexible inlet piping and flexible shaft drive for the magneto drive with worm gears transmitting the motion. The magneto is located in a recess in the tank

on the top bar. By twisting the right grip the worm could be slid up and down on its shaft, which has the effect of advancing or retarding the spark.

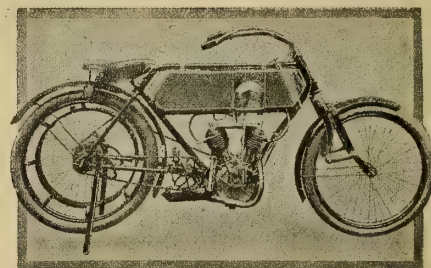
Water cooling is used on the Herdtle et Bruneau machines, a Swiss make, and the



TOP OF RENE-GILLET DRIVE

combustion chambers are so built that broken valve heads cannot fall into them. These machines, and also the B. M. from Switzerland, have handlebar control. The English machines shown all had been previously displayed at Olympia.

In accessories there practically was little to amount to anything, the most interesting device being the Ripidion spark plug. The central electrode is hollow, and at the base is a chamber communicating



TANK MAGNETO RENE-GILLET

with the bottom of the plug. In the chamber is a steel ball which permits air to enter on the suction stroke, thus scavenging the plug, and preventing the accumulation of grit and carbon on the electrodes, as well as keeping them cool.

#### Inner Tubes as Pulley Facings.

When they have outlived their usefulness as road cushions by reason of rim cuts, blowouts, innumerable patching or for other causes, old automobile inner tubes of four and one-half or five inches diameter are great for curing slipping belts in wet weather. The application is to slice a piece of tube crossways with a sharp knife into rubber rings or bands exactly the width of the engine pulley. Then slip one of the sections or bands onto the pulley. Although the tension of the rubber on the pulley will

tend to prevent it from creeping, a little cement or shellac will hold the band firm. The friction of the belt tends to roughen the contact face of the rubber somewhat similar to the corrugations on the business face of a patch, and as the rubber is somewhat spongy and adhesive, the belt grips better, the water is squeezed out by the belt tension quicker than it would from a leather or metal faced pulley. An old tube of the sort usually can be picked up at a garage, where they are kept after being discarded until sufficient have accumulated to make

it worth while for the junk man to call around for them.

#### Rattling Traced to the Muffler.

After a great deal of speculation as to its location a very annoying rattle finally was found to be in the muffler. It was located by stopping the engine while coasting down a hill, the rattle ceasing immediately the engine was stopped. An investigation showed that some of the rivets holding a baffle plate in the muffler had dropped out allowing the plate to rattle.



## QUARTERLY MIX-UP MORE MUDDLED

### New York Motorcycle Club Unable to Agree on Excelsior Team Getting Trophy—New Headquarters.

With several men talking at once, with allegations of laxity, incompetency and selfishness heaped upon the club's contest committee for its unsatisfactory handling of the quarterly trials, and finally the club's refusal either to accept or reject the second running of the fourth quarterly trial on the 11th inst., as a bona-fide contest, it truly did seem like old times at the special meeting of the New York Motorcycle Club on Wednesday night, 21st inst., when the muddle over the last quarterly came up for disposition. About ten members were present, mostly of the old guard, and after a few preliminary matters were disposed of, the main business of the evening was taken up.

All that was said would fill several pages, for there were several lengthy discourses on what the club should and should not do in regard to Part 2 of the fourth quarterly. One faction, which took the Excelsior side of the controversy, expressed the opinion that inasmuch as this team had shown sufficient interest and grit to start in all of the quarterlies regardless of the weather, and had made the best showing, they should be awarded the G & J trophy. The Merkel adherents held that Part 2 of the fourth quarterly should be thrown out for the same reason as Part 1, viz., that no one finished. Chairman Thornley thereupon remarked that Part 1 was thrown out because of poor checking, as there was no proof presented to show that the contestants ever had passed through Tarrytown.

It was the opinion of another that an event, regardless of whether it was held on track or road, in which no one completed the course, could not be called a contest. Things waxed hot at this point, and Chairman Thornley accused the club of slighting him and overstepping its authority in regard to its decision to re-run the last quarterly without notifying him. It came out that notices had been sent out at the eleventh hour by an unauthorized party calling off the contest of December 11 on account of the snow which fell Saturday night preceding, and there was some heated talk over the fact that contestants in the city were notified, while Kellogg's team, which had come down from Bridgeport, received no notification. The blame was put up to the club's contest committee, no member of which was present.

It then was suggested that the club get permission from the G & J Tire Co., donor of the trophy, to hold up the awarding of the cup until next spring, and re-run the last quarterly when the roads permit. This brought forth a vigorous protest from

Chairman Thornley, who asserted that by so doing the members would put themselves in the position of being quitters, and that the running over of a contest several times to suit certain factions would give the club a bad name. He asserted that a contest once scheduled should be run, regardless of weather conditions. According to the terms of the deed of gift of the trophy, all the quarterlies must be run before the end of the year.

It was brought out that the Merkel-Light Motor Co. was so disgusted with the management of the previous quarterlies that it declined to put any team in Part 2 of the last one. However, the Merkel representatives present asserted that while they were not sore at losing the trophy, inasmuch as they declined to compete for it the last time, they would not be satisfied unless the last quarterly was repeated until someone completed the course. Incidentally, it was agreed that with the exception of the first quarterly, all of the others were mismanaged in some way. Chairman Thornley said that the Excelsior team could be given a perfect score for the first three quarterlies and whatever points they may have earned by going as far as Tarrytown in Part 2 of the last quarterly.

After some more talk a motion was made and seconded that the club accept Part 2 of the last quarterly as a legal and official contest, to be recognized as a complete quarterly in awarding the trophy. When the motion was put before the house for a vote, it resulted in a tie, standing two for and two against, with several not voting. The chair declined to exercise its prerogative of dissolving the tie, and as another ballot was not taken, Chairman Thornley announced his intention of putting the matter before the F. A. M. competition committee for decision, after which the G & J Tire Co. will be notified of the action taken by the committee.

Whether or not the G & J Tire Co. will consent to accept and abide by the competition committee's disposition of the contest is difficult to say, but a letter from J. B. Webb, representing the company, was read, in which he said that he would not be satisfied with awarding the trophy to any team unless the course was covered in full in all four quarterlies, and that he would convey that sentiment to the company.

Earlier in the evening the club voted to give up its present quarters on December 31, and meet at the store of George P. Jenkins, 10 West 60th street. A touring club, not the Motorcycle Touring Club of New York, but another organization which is being formed by riders who make their headquarters at T. J. Sixsmith's store, presented a proposition to amalgamate with the New York Motorcycle Club, and after discussion, Acting President Jenkins was empowered to meet the leading members of the embryo organization and talk the matter over.

Concerning the present precarious state

of the club, which has lost 66 per cent. of its members in the last year, this condition was charged to the racing element who, it was claimed, gained control of the club and used it to further their own ends. It was remarked that if the club was to continue to live it should stop "feeding" the manufacturers by running contests and putting up prizes for factory riders, all of which benefitted the manufacturers and not the club. Continuing, the speaker asserted that if the club wanted to prosper and recover its lost ground it must become a "members'" club, and exist for the benefit of the members instead of the manufacturers. The opinion seemed to be that racing had wrecked the club, and that hereafter it should devote itself to the promotion of touring and club runs. A reduction in dues also is in prospect.

### Many New Records Made by Graves.

Latest press dispatches from Los Angeles, Cal., make it appear that M. J. Graves did not break all records up to 20 miles in his record trial on the Playa del Rey motor-drome on the 10th inst., as was reported in earlier dispatches. He failed by two-fifths of a second to crack DeRosier's figures for the first mile, but did succeed in getting inside all the other marks as far as he went. The reason given for Graves's failure to go after records beyond 20 miles is that his oil tank only held sufficient lubricant for that distance. As the year is rapidly drawing to a close, and there is considerable honor attached to holding as many records as possible when the year goes out, it safely may be assumed that Jake DeRosier, who now is on his way to California, will hasten his steps and make an effort to recover his lost honors before 1910 is out. For purposes of comparison, both Graves's and DeRosier's figures up to 20 miles are given below:

Graves		DeRosier	
1 mile ....	0:42 $\frac{3}{4}$	1 mile ....	0:42
2 miles ....	1:25	2 miles ....	1:26
3 miles ....	2:08	3 miles ....	2:09 $\frac{3}{4}$
4 miles ....	2:51 $\frac{3}{4}$	4 miles ....	2:53 $\frac{3}{4}$
5 miles ....	3:35 $\frac{3}{4}$	5 miles ....	3:37 $\frac{1}{2}$
6 miles ....	4:19 $\frac{1}{4}$	6 miles ....	4:22 $\frac{3}{4}$
7 miles ....	5:03 $\frac{3}{4}$	7 miles ....	5:06 $\frac{1}{4}$
8 miles ....	5:47 $\frac{3}{4}$	8 miles ....	5:51 $\frac{3}{4}$
9 miles ....	6:30 $\frac{3}{4}$	9 miles ....	6:36 $\frac{1}{2}$
10 miles ....	7:14	10 miles ....	7:20 $\frac{3}{4}$
11 miles ....	7:59	11 miles ....	8:05 $\frac{3}{4}$
12 miles ....	8:43 $\frac{3}{4}$	12 miles ....	8:53
13 miles ....	9:27 $\frac{3}{4}$	13 miles ....	9:35 $\frac{1}{4}$
14 miles ....	10:11 $\frac{3}{4}$	14 miles ....	10:20 $\frac{3}{4}$
15 miles ....	10:56 $\frac{1}{2}$	15 miles ....	11:05 $\frac{3}{4}$
16 miles ....	11:41 $\frac{1}{4}$	16 miles ....	11:50 $\frac{3}{4}$
17 miles ....	12:25 $\frac{1}{2}$	17 miles ....	12:35 $\frac{3}{4}$
18 miles ....	13:09 $\frac{1}{4}$	18 miles ....	13:20 $\frac{1}{2}$
19 miles ....	13:54 $\frac{1}{4}$	19 miles ....	14:05 $\frac{1}{4}$
20 miles ....	14:38 $\frac{3}{4}$	20 miles ....	14:50 $\frac{1}{4}$

### Felt Handle Grips a New Idea.

Felt grips for motorcycles and bicycles are among the newest of the supplementary accessories designed to add to riding comfort. In addition to reducing vibration, the felt is designed to withstand all sorts of bumps or knocks.



## SEE GRAVES AND SEYMOUR BATTLE

### Santa Ana Fans Have Stirring Program of Motorcycle Races—Unusual Accident Upsets Both Stars.

M. J. Graves and Raymond Seymour, those two speed merchants of Los Angeles, who so dearly love to meet on the track and each show the other that he is not so much, were the stars at the Santa Ana (Cal.) Motorcycle Club's racemeet on Sunday 11 inst. Despite a bad fall, which wrecked his machine and left him without another mount, Graves had a little the best of it, taking three firsts to Seymour's two. Incidentally, it was announced that Graves broke the "world's mile dirt-track record" by  $1\frac{1}{2}$  seconds, the new figures being  $50\frac{1}{2}$  seconds. There was one bad accident which occurred when Graves and Balke were riding their match. Both riders fell, and Grave's machine struck two boys, breaking the shoulder of one and slightly bruising the other.

The doings commenced with a ten mile open for local riders, which was won hands down by Ralph McTaggart, Merkel. Musselman, Indian, took second. Irwin Knappe, Indian, accounted for the ten miles for stripped machines, with Redmond, Indian, occupying second berth. Redmond then trimmed McTaggart in a five miles handicap.

After these few preliminaries the top-liners came on, the first star number being a five mile open, with Graves, on a Merkel, and Balke, Knappe and Seymour on Indians, furnishing the thrills. Balke caused a little excitement by going into the ditch, and Knappe was lost in the rear. Graves took the lead at the start and was never headed, beating Seymour by an eighth of a mile.

In the time trials at one mile, the fastest going of the day was made, and Graves was at his best. Making only one attempt, he looped the circuit at phenomenal speed, hugging the pole so close that the grass on the edges was snipped by his wheels, and passed under the wire in  $50\frac{1}{2}$  seconds. When it was announced that he had broken a "world's record," a great cheer went up. Seymour made two trials, but fell far short, his clockings being  $52\frac{1}{2}$  and 53 seconds, respectively. Balke made one trial, scoring 53 seconds flat.

Just as things were getting interesting in the second mile of the five mile match between Graves and Balke, the race blew up in spectacular fashion. Graves, who was leading, skidded on a turn and for an instant his machine got beyond control. Before he could straighten out, Balke, who was close behind, butted into Graves' rear wheel, and the impact sent both men spread-eagled over the bars. As its rider left it, Graves' Merkel stayed upright and

made a sudden dash at two boys who were standing on the edge of the track. Both were knocked down and hurt.

With Graves out of it for lack of a machine, Seymour had easy picking in the two remaining races. He won the ten miles free-for-all easily, and not a little surprise was occasioned by the sight of Peck, Excelsior, defeating Balke on a twin Indian. In the 15 minutes race Seymour won easily, spinning off  $15\frac{1}{4}$  miles. Kinney, Indian, was second. The track was in excellent shape, and a large crowd was present. Summary:

Ten miles, local riders—Won by Ralph McTaggart, Merkel; second, Musselman, Indian. Time, 11:57.

Ten miles, stripped stock machines—Won by Erwin Knappe, Indian; second, Redmond, Indian.

Five miles open—Won by Graves, Merkel; second, Seymour, Indian. Time, 4:25.



"BELT DRIVEN"

Five miles handicap, local riders—Won by Redmond, Indian; second, McTaggart, Merkel. Time, 6:47.

Mile time trials—Graves, Merkel,  $0:50\frac{1}{2}$ ; Seymour, Indian,  $0:52\frac{1}{2}$ ,  $0:53$ ; Balke, Indian,  $0:53$ .

Ten miles free-for-all—Won by Seymour, Indian; second, Peck, Excelsior; third, Balke, Indian. Time,  $10:03\frac{1}{2}$ .

Fifteen minutes' race—Won by Seymour, Indian; second, Kinnel, Indian. Distance, 15 miles.

Five miles match, Balke, Indian, vs. Graves, Merkel—Unfinished, both riders falling in second mile.

#### Klages Case Comments Bring Reply.

No little comment has been created among those interested in the so-called Klages case over the decision by Chairman Thornley, of the F. A. M. competition committee that Klages should be suspended for six months, although his team's score was unaffected. The Excelsior team, of which Klages was a member, was headed by Stanley Kellogg. The most radical outburst took the form of a telegram from A. G. Chapple, at Harrisburg, Pa., addressed to Chairman Thornley, as follows:

"Am informed on reliable authority that

you are in receipt of a pair of gold cuff buttons presented by Kellogg. Has this biased you in your decision on the Klages case? Your decision, as printed in the *Bicycling World and Motorcycle Review* is the biggest joke of the year among the agents."

In making public the telegram, Chairman Thornley points out that Klages was not suspended for violating any of the terms of the contest in which he was entered, but for injudicious statements, if not mis-statements, and that Klages had a right to pedal on a hill, being penalized therefore.

"For that reason," Thornley declares, "it would have been unjust to his teammates, who were dependent upon his score, to have it thrown out as a punishment to him. It is perfectly possible that some may confuse this case with those cases in which a man is towed or otherwise violates a condition of a contest. There the whole score is immediately vitiated and should be thrown out. Had Mr. Klages violated a condition of the contest by being towed for ten feet, it would have been necessary to throw the whole score out."

In relation to the telegram from Chapple, the following comments are made by Dr. Thornley:

"At the last hill climb held by the New York Motorcycle Club, in the summer of 1909, Mr. Stanley Kellogg, riding a Merkel, was thrown from his machine and severely injured. I happened to be present at the time, and, as a physician, rendered him what professional assistance I could on the spot, accompanied him to the hospital, where several stitches were taken in a cut on his face, and subsequently went to see him, traveling some 20 or 30 miles to do so. Both Mr. Kellogg and Mr. Merkel suggested that I send in a bill for my services. This I declined to do, and apparently as an appreciation of my services in the matter, Mr. Kellogg presented me with a pair of cuff buttons to the value of about \$5, nearly a year ago. I can hardly see what connection there can be between a present made under such conditions and any decision that I might make for or against Mr. Kellogg at the present time."

#### Lessening Winter Insurance Cost.

While it is probable that as yet few motorcyclists have found it necessary to take out accident or liability insurance policies on their machines, those who have and who lay their machines up during the winter, can get some of their premium money back by taking the trouble to cancel all insurance except that covering loss by fire. If the place of storage is a good risk from an underwriter's standpoint, it is sometimes possible to get a rebate also on the fire premium. The fire policy, however, should be kept in force at all times, for few if any garages or dealers assume liability for loss to machines stored with them. In the case of the others, new ones will be needed in the spring.



## HOW SAN FRANCISCO'S CLUB "STRUCK OIL"

Remarkable Gain in Enthusiasm and Membership Follows the Adoption of Two Simple Schemes—Bail Bond Cards for Paid-up Members—Team Competition for Recruits.

Few, if any, motorcycle clubs in the United States can show a more phenomenal record of accomplishment in the past two months than the San Francisco Motorcycle Club, of San Francisco, Cal. The acquisition of 100 new members, taking possession of new and handsomely equipped club rooms, and the securing of release bail cards for members are among the praiseworthy deeds to which it points with pride. Whether it was the prospect of the new motordrome, now building in Oakland's midst, or an inspiration from some other source that caused the awakening, is not known, but the dawn of the new era in things motorcycling in the Golden Gate commenced on October 9. At a meeting held on that date it was decided to get busy and do something to boost the club and the sport locally.

The club had 75 members, and the first step decided on was the outlining of a plan for increasing the membership to a figure more in keeping with the size and importance of the city. Discussion of ways and means resulted in the evolving of a novel method for bringing in recruits which had the merit of competition in it, thus insuring energetic work on the part of those involved. The plan consisted of the appointment of two members of the club as team captains by the president. Then from among the members each captain took turns at naming a member for his team, this selection continuing until all members had been chosen. It then was agreed between the teams that a membership contest be instituted, expiring on January 4, 1911, and on that date the team that turned in the least number of new members was to stand the expense of a banquet for the entire club. Although the contest has a few weeks yet to run, the plan has proved hugely successful, 100 new members having been secured by the 7th inst., with a month yet to come before the close of the contest. It is a scheme that other clubs might profitably adopt.

Another step forward was taken early in November when the club became incorporated. Following this action the annual election of officers was held, and the following were chosen to administer the business affairs of the club for the coming year: L. A. Cosner, president; C. W. Woodward, vice-president; A. W. Green, recording secretary; J. W. Carey, corresponding secretary and treasurer; directors, the officers and F. E. Karlake, A. Nelson and G. W. Payton.

So rapid was the membership growth

that the old quarters were outgrown, and on the 7th inst., the club took possession of its new home at 137 Gough street, the event being duly celebrated with an appropriate housewarming, at which over 300 motorcycle enthusiasts were present. The new quarters are particularly roomy, consisting of a hall 30x60, and three other rooms. So lavishly have the quarters been fitted up, including a piano and gymnasium apparatus, that they are said to constitute one of the most pretentious motorcycle homes in the country. The rooms always are open, and the latest motorcycle literature is kept on file. Meetings are held every Wednesday evening.

One of the most valuable benefits accruing from membership in the club is the quarterly card which is accepted by the police as a bail bond when a member is arrested for speeding or for other violation of the traffic ordinances. This obviates the disagreeable experience of being lugged off to the station house and put in a cell until friends come with the necessary lucre and bail the unfortunate out. The cards, as their name implies, are good only for

a quarter, or three months, and are issued only to members whose dues are paid in full. In this way the arrangement is of double benefit, for it is a forceful aid in keeping members from falling in arrears for dues. By arrangement with the police the club guarantees the appearance when wanted of any member who may be arrested. As new cards are issued every three months, it is apparent that old cards are valueless, and will not be accepted by the police, so a member who has not paid his dues cannot get by with an old card.

At the present time the club is in an exceedingly healthy financial condition, having \$450 in the treasury, with the very low initiation fee of \$1, and the nominal dues of 50 cents a month. Special efforts are made to attract lady members, for be it known that San Francisco has many more women motorcyclists than the average city. They pay no initiation fee, and their dues are only 25 cents a month. Many of them drive their own machines and participate in the semi-monthly club runs, while one of them recently made a perfect score in the club's 250 miles reliability run, in which



MRS. ALICE KARSLAKE AND HER MERKEL



only eight other men achieved the coveted honor.

An average attendance of 90 members at

the weekly meetings indicates how well the club spirit is fostered and encouraged, and it is the aim of the club to have 150

new members when the membership contest closes on January 4, and the losing team will learn its fate.

## Perfect Score Woman Contestant in San Francisco Club's Del Monte Endurance Run Tells of the Trip—Her Experiences en Route.

Owing to the schedule of the Southern Pacific boats we were compelled to leave Oakland Saturday night for San Francisco, so as to be on time at the San Francisco Motorcycle Clubhouse early Sunday morning, our starting time being 5:30 o'clock. Mr. Karslake and myself were checked out together. There were 26 starters, leaving in pairs five minutes apart.

The weather was perfect with the exception that Jack Frost had been out and left his respects, making it rather chilly. It was still dark when we started, compelling us to ride about an hour with lights, which made it somewhat difficult to make time until we reached the boulevard about seven miles out of San Francisco, when we could ride at a fair rate. Passing a few of our more unfortunate contestants with trouble, we soon reached San Jose, our first checking place, and after signing in, we filled our machines and started for Gilroy, 30 miles distance. The roads had been lately graveled, and I had some little trouble holding my machine on the road, but we arrived at last at our second checking station.

Mr. Karslake tried to persuade me to remain there and return with the San Francisco Motorcycle Club which was to hold a club run there, but after convincing him

that that was out of the question, and that I had entered to win if possible, we started again riding as fast as the rough roads would allow so that I would have more time, if necessary, on the much dreaded San Juan Mountain, over which I had never ridden before. But this was accomplished with much less difficulty than I had expected. I only dismounted twice, where others were stopped. Owing to the rough grade I could not get by them otherwise. We had very little trouble starting again, and we were soon at the top. The road from the foot of the mountain to Salinas was very rough, and I was kept busy holding the road in places.

The ride from Salinas to Del Monte was the most enjoyable of the whole trip, as the roads are perfect and the scenery beautiful. We checked in at Del Monte and had 30 minutes for lunch which was ample time if the waiter had not been so slow. Watching the minutes pass we decided we would have to order a quick lunch, which consisted of coffee and sandwiches, this just giving us time to check in for the return trip which I felt more confident of as I knew the roads. I was riding along at a fair rate when I was overtaken by Mr. Beeman, a rider in the run, who said he had started out

to catch me and had followed me about five miles, once or twice almost giving up, but was spurred on with the thoughts that Mr. Karslake would have the laugh on him if he gave up. If I had known his intentions I would have enjoyed the situation more and the chase would probably have lasted a few miles farther.

After leaving San Jose I rode fast so as to gain all the time I could before dark, as I had left my lamp at San Jose, when suddenly my machine stopped about half a mile from San Lorenzo and I discovered I had no gasoline and had no time to delay. So I took the belt off and decided to push the machine in. Mr. Karslake arrived soon and wanted to assist me, but I told him to go ahead and find the storekeeper and have the gasoline ready for me when I arrived. It had gotten dark by this time, so we came in a roundabout way feeling guilty at breaking the law, which compels one to ride with lights.

Arriving in Oakland we were met by several of our friends who were much elated over my success, I myself feeling much less tired than I had expected, owing to the easy riding of the spring-frame Merkel machine.

ALICE KARSLAKE.

### Huntington's Club Holds a Banquet.

Although it has not been two years since the first motorcycle appeared in Huntington, W. Va., that city now has a flourishing organization, the Huntington Motorcycle Club, which, on the 7th inst., held its first annual banquet at the Elks' Club. The Huntington motorcyclists organized on June 8 of this year, and in due course became affiliated with the F. A. M. At the banquet the speakers reviewed the motorcycle progress that has been apparent ever since the birth of the club, and plans were discussed by which the club most effectively may assist the good roads movement. Those who were present at the banquet and took part in its pleasures as well as its discussions were: Robert Simms, George Cavendish, James E. Myers, Henry B. Turner, Henry Simms, E. V. Taylor, H. Diehl, V. B. Carter, Robert Shank, O. E. Calloway, Arthur Snedegar and F. A. Macdonald.

### Illinois Club at the Festive Board.

Thirty people were present at the Illinois Motorcycle Club, Springfield, Ill., first annual banquet at the Illinois hotel on the 13th inst. President R. M. Willer acted as toastmaster and called on the following: S. W. Nicholson, C. H. Robinson, J. C. McCrea, C. D. Franke, H. D. Townsend, J. Nash McCrea and W. F. Hill. The topics

treated naturally all had to do with motorcycling, and ranged from the humorous to the instructive. When the last speaker had concluded, the toastmaster declared all the guests present honorary members of the club. The function wound up with dancing, which lasted until a late hour. The club plans to give several social gatherings during the winter.

### Jerseyites to Install New Officers.

The new officers of the New Jersey Motorcycle Club will be installed at the club's first January meeting at Newark. At that time the retiring officers will render their reports of the work during the past year. The occasion will be made one with elaborate social features.

### New Year Spread for Dallas Riders

Members of the Dallas (Tex.) Motorcycle Club will be guests at dinner of J. W. Ruff, at the Head House, Lancaster, on New Year's Day. The members will ride to the feasting place on their machines, and as the dispensary has a reputation for tempting dishes, appetites are being tuned up in anticipation.

### Three More Clubs in F. A. M. Fold.

Three more clubs affiliated with the F. A. M. last week, making 69 in all. The newcomers in the fold in the order of their admission are as follows: Lone Star Motorcycle Club, Dallas, Tex.; Marion Motorcycle Club, Marion, Ind.; Akron Motorcycle Club, Akron, Ohio.

### AKRON MOTORCYCLE CLUB, WHICH HAS JOINED THE F. A. M.





## MOTORCYCLING INTO OLD MEXICO

Five Californians Make a Delightful Journey to Foreign Territory—Adventures by the Way—Among the Gold Mines—A Missing Trouser Seat—Helgeson Tells of the Trip.

Five friends on motorcycles started from Los Angeles on December 2 for a pleasant six day tour in the lower part of California. The party included E. J. Jackson, of San Francisco; Charles R. Wolf, of Dennison, Ohio; W. O. Jarvis, of Newport, Ky.; C. A. Lillberg, of Minneapolis, Minn., and the writer. Although we left Los Angeles on the hoodoo day of the week, Friday, the entire trip was free from any serious accidents and was filled with enjoyment and pleasure. With the exception of Jackson, who straddled a Thor, the members of the party were mounted on Minneapolis machines, and so well did the motorcycles stand up under the hill climbs, rough roads and other obstacles incident to mountain riding, that the sum total of damage to the five machines on the trip was two punctures and a bent pedal.

With a determination to take it easy and enjoy to the full the beauties of the passing scenery, and having two cameras along, we found every hour of the trip one of pleasure and beauty. Taking the coast route from Los Angeles, we stopped at Santa Ana for dinner, after which we continued the jaunt, riding parallel to Old Ocean after passing through San Juan and

and after filling the tanks left the machines in his garage and enjoyed the evening seeing the town. Just before entering town it

left behind shortly after passing through the town, and such good riding was experienced that we reached San Diego at 11



UNDER ANOTHER FLAG—TIA JUANA, MEXICO



ON THE ROAD BY ELSINORE LAKE

stopping now and then to impress mementos of the trip on the camera film.

After leaving the ocean road we found the highways fairly good, but containing many hills combined with sharp turns so that it was 5:30 o'clock before we reached Ocean-side, where we put up for the night. We were accorded a warm welcome by Willis A. Rowe, the motorcycle man of the town,

was necessary to ford a creek. Wolf and myself being ahead crossed safely, while the other three earned a laugh by spilling in the middle and wading out in water up to their knees.

Saturday morning we continued our trip over fairly good roads but before reaching La Jolla they became quite steep in places, with many dangerous curves; but these were

o'clock a. m., and, putting up our machines with the Thor agent, L. O. Van Hook & Co., followed their request and made ourselves at home.

The afternoon was put in "doing the town," and on Sunday morning we left on a trip to take in the surrounding country, under the guidance of Mr. Van Hook. Starting in at 8:30 o'clock, we passed through National City and Nestor, and crossed the boundary into Mexico, turning at Tia Juana after buying several souvenirs and taking some pictures. Returning through Nestor we rode around San Diego Bay to Coronado Beach, where we saw four large gunboats and two torpedo boats watching the Mexican situation. Ferrying across the bay to San Diego, having lunch and taking a few more views, we started out on a ride which carried us to Point Loma, Ocean Beach and back to San Diego.

Leaving town on the 5th, we found some very steep grades and hairpin turns between Miramar and Merton, and on one of these I had my only fall, due to the fact that I attempted to take a quick turn on high speed, but I got off with a bent pedal and a skinned knee.

Just before reaching Escondido, it became necessary to call out our volunteer fire department to suppress a conflagration



started by Wolf putting his pipe in his pocket. He supposed it was out and rode on at about 45 miles an hour. Presumably the breeze induced by his rapid motion fanned the dying sparks to life and ignited an extra photographic film in the same pocket. Seeing the smoke, Wolf imagined his machine was on fire, but on stopping he discovered it was his clothing, and we were soon industriously pouring sand on the fire.

The fire was soon out and an appraisal of the losses disclosed the damage to consist of one coat pocket, one pipe, one roll of films, two handkerchiefs and—the seat of one pair of trousers. The last item made it necessary for Wolf to stay in the garage at Escondido until a pair of overalls were procured and when he was thus disguised we went to dinner. Of course, the accident was the cause of much merriment, and Wolf came in for many jokes, but with this affair our accidents were completed. Each had had his share. Jackson, Lillberg and Jarvis had fallen into the creek. Wolf had had his fire and I my tumble.

However, after refreshing the inner man and just before reaching the Red Mountain grade, Lillberg caused a little more excitement and fun by riding ahead and getting lost. We noticed from the tire marks in the road that he turned to the left, while we took the right hand of two roads, and after riding for some distance we decided to wait for him. A half hour failing to bring sight or sound of him, the rest rode on while I went back in search of the lost member of the party, and after riding back some five miles I saw him riding in the opposite direction. He had been riding in a square for some time and was hopelessly lost and unable to locate us. Hitting up our engines, we were soon with the rest of the party, and Lillberg took the joshing good naturedly.

After crossing the Red Mountain grade we rode into Elsinore, where we got accommodations for men and machines for the night, leaving town the next morning after getting some picturesque views. About four miles outside of Perris we enjoyed a visit at the Old Good Hope Gold Mine of which we took some interesting photos. Striking the Box Spring road we soon were in Riverside. From the top of the mountain on the outskirts of the town up which we rode, we were treated to a magnificent birdseye view of the surrounding country showing the Orange Belt, Riverside, Redlands and San Bernardino, and after again pressing the cameras into service we coasted down to town. Leaving Riverside with the memories of a very pleasant dinner, we passed through a section which was worth the trip even if we had not already been more than repaid before reaching this part of the state. We rode through grove after grove of orange trees filled with fruit and with the full consent of the owners took pictures and fruit to our heart's content—more fruit than pictures, perhaps.

We found splendid roads all the way into Redlands, where we tanked up with gasoline and after taking several views pushed on to San Bernardino, where we spent the night. In the morning we visited Arrowhead Springs, and after snapping several scenes in the vicinity, we rode back through San Bernardino and on towards Los Angeles. Stopping occasionally to eat oranges and enjoy the view, we reached Azusa, and after lunch pushed on for home, which we reached at 4:30 o'clock in the afternoon. This completed a most pleasant six days jaunt, covering about 500 miles leisurely, and taking us into six different counties and two countries.

A. H. HELGESON.

#### Raising New York City's Speed Limit.

Once more an ordinance to increase the rate of speed at which motorcycles, bicycles and other vehicles may travel on the streets of New York City is pending before the Board of Aldermen. This time District Attorney Whitman is supporting the movement and the ordinance, which was introduced on Tuesday, 20th inst., has a good chance of being passed. The present speed limit of eight miles per hour in congested districts has long been a standing joke, as anyone maintaining that speed has been liable to arrest for obstructing traffic, the average speed of vehicles on Fifth avenue being 16 miles per hour. The district attorney thinks the ordinance is necessary to relieve the congestion of traffic and to permit of the latter's proper regu-

lation. The proposed ordinance sets a speed maximum of 20 miles per hour in streets wider than 150 feet, and 15 miles per hour for streets that width or less, and in downtown traffic.

#### Oilskins for Bad Weather Riding.

For rainy weather riding there is nothing so good as oilskin suits, although they may not appear as dressy as khaki or cravenette. On the other hand they will keep out wind and water absolutely, and will not absorb moisture like textile materials. Mud or grit can be washed off, leaving no stain, and the suit consisting of coat, trousers and hat, can be rolled into a small bundle and strapped to the luggage carrier when going on a tour. If one is caught in a heavy rain, they quickly can be slipped on, and in any event will keep the rider dry and comfortable. They may save an expensive suit from being ruined, or prevent a tailor's bill for cleaning. Dealers will find them a satisfactory line to push.

#### Vulnerability of Deflated Tires.

When running with deflated tires on the rims, it goes without saying that there is danger of damaging the tire, not only from rim cutting, but from severe punctures. In this condition the rubber is very soft and pliable, and almost anything in the road with a point or edge sharp enough to penetrate the casing will attach itself to the tire. A recent example of injury possible to tires in this condition was shown when a deflated tire picked up a six-inch spike.

#### "CAPTIVATING CLARA," WHO IS AWFULLY FOND OF MOTORCYCLES



Clara is on the stage and is not averse to having her picture taken or to being quoted voluminously. She says the loveliest things about motorcycles, in which she became interested through the preparations of M. Roger Colardeau to make a trip around the world on a motorcycle.



## ELIMINATES BICYCLE'S CRANKS

Lever System, From Austria, Employs an Unusual Driving Method—Advantages Claimed for the Arrangement.

Large saving in power is claimed for a unique crankless bicycle which an inventor in Austria has just perfected, and the essentials of which are two long levers with a chain running over several pulleys. The invention is known as the Lopatynski sys-



tem. The rider does not move his feet in a circle, but only up and down. For this reason and the peculiar design of the levers, a saving of 50 per cent. in human power or a gain of 50 per cent. in speed is claimed, according to the *Scientific American*, which supplies the illustrations. The feet rest



upon pedals fitted at the end of the long arms. A single chain connects the two arms, running first up over two pulleys and then to the rear over two sprocket wheels fastened to the hub. The chain halves then go forward and are united on a pulley fixed to the inclined frame tube. In the hub

there is a free wheel ratchet device whereby first one and then the other sprocket wheel serves to drive the hub. One portion of the chain is always tight and rotating one sprocket wheel, while the other is loose. The rider can alter the degree of transmission at will from high speed to low speed during riding. He may press down the levers an inch or a whole foot, so far as the length of the chain permits. He also can lengthen or shorten the swinging arms to vary the leverage.

### Cycling for the Latest "Venus."

That the Annette Kellerman, Odiva and the other "diving Venuses" have not discovered the only way to exploit the "human form divine" in polite vaudeville is revealed in the appearance of a new vaudeville act entitled "Venus on Wheels," which recently made its debut at the American Music Hall, New York City, and which has been booked for the next two years. The cycling Venus is Miss Jessie Keller,

and the accompanying illustration is offered in support of the claim of the press agent that "her title originates from the fact that she has the most perfect form of any woman on the stage." At the age of 14 years Miss Keller took up trick bicycle riding, her father having been in the business practically all his life. He formed a troupe of eight bicycle riders, which toured through Europe and America under the name of the Jessie Keller Troupe. In the last year Miss Keller, who now is 21 years old, has been doing a bicycle act with only herself and her brother. William Morris, the vaudeville manager, happened to review the act, and thought she would do better by appearing alone and doing her trick riding in a union suit. In accordance with his suggestions and with his aid the new act was created and staged in an artistic way as a headline attraction. The act made a hit in New York, not only with admirers of equilibrial feats, but with curve connoisseurs.



"VENUS ON WHEELS"



### Adee Again Heads the C. R. C. A.

For the sixth consecutive time, Daniel M. Adee, of Metropolitan, L. I., was elected national president of the Century Road Club Association, at the annual election held by mail vote recently. The other national officers chosen are the following: Paul Thomas, North Tarrytown, N. Y., first vice-president; F. C. Graf, Jr., Richmond Hill, L. I., second vice-president; J. A. Olson, Brooklyn, N. Y., recording secretary; J. M. Mitchell, Greenwich, Conn., financial secretary; R. A. Van Dyke, New York City, treasurer.

Division officers were elected at the same time as follows: Eastern Division—A. R. Cooley, centurion; J. P. Berlenbach, captain; J. W. Clement, secretary; J. B. Hawkins, treasurer; directors, S. Segal, F. Larsen, B. Baker, C. B. Ruch and G. Polasey. Long Island Division—E. Greenbaum, centurion; J. A. Olson, captain; W. O. Stewart, secretary; H. Kampe, treasurer; directors, D. M. Adee, J. F. Paulsen, J. E. Davis, F. C. Graf, Jr., and G. Glunz.

The amendment to localize divisions and to consolidate the Eastern and Long Island divisions, and to confine the limits of the new division, which is to be known as the New York Division, was passed almost unanimously. Another amendment to increase the annual dues from two dollars to three dollars was carried by a large majority. The secretary's report shows a healthy increase in membership, and the association now is reported to be in excellent condition both financially and numerically.

### Eager for Places on Cycle Squad.

There is a great and sudden desire on the part of the men in the New York police department to demonstrate their ability as bicycle riders, due to the recent shake-up in the cycle squad division. Commissioner Driscoll has replaced 22 members of the cycle squad with new men from the pavements pounding ranks, and is to transfer a good proportion of the remaining 48 as soon as others can qualify. Places in the cycle squad are regarded as a soft snap, and it is said that for an officer to sit in a chair with a pleasant expression on his face and move his feet as though riding a machine precipitates a small riot among the deposed cycle cops.

### Empire Wheelmen Ready for New Year.

Plenty of activity is planned for the Empire City Wheelmen, of Brooklyn, N. Y., and the club has completed its election of officers for the new year. The officers are as follows: Thomas J. Murphy, president; Robert Bennet, vice-president; Harold Messimer, treasurer; Percy Segelken, secretary. Presentation of championship medals will take place at a stag smoker that is to be given by the club on the night of Thursday, 29th inst., and a midnight road race is to be given on New Year's eve. The race, which is for members only, is to start

one minute after midnight on January 1, 1911, and will be a 12 mile scratch, on the Coney Island cycle path, whatever the weather conditions may be. Many handsome prizes have been put up by generous contributors. The club has a present membership of about 70 members, and as the annual dues are \$5, the treasury is in flourishing shape. A number of applications are in for new memberships, but each of the candidates will have to undergo a month's riding probation before being accepted.

### Wichitans Unite Against Thieves.

Such an epidemic of cycle thievery has broken out in Wichita, Kan., and elsewhere that Wichita's progressive riders have called a meeting of all the riders in that city, with the object of forming a society

**Morgan & Wright  
Motorcycle  
Tires**

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

**MORGAN & WRIGHT  
DETROIT**

to prevent cycle thefts and to regain possession of those machines that may be stolen. One or more special officers will be engaged to devote their entire time to this work, and the members will be provided with some means of identifying their machines. It is possible that a tag or transfer offering a reward for the return of a stolen bicycle may be also issued, as is done by the F. A. M. At least 100 riders have already signified their intention of joining the association, as have several dealers.

### Fisher Claims Oldest Amateur Honors.

Franklin Fisher, of the Empire City Wheelmen, believes himself to be the veteran of the amateur cycle racers in the United States. Although he is but 35 years old, he has been riding in bicycle races since 1892, and was a scratch man when Frank Kramer, the present professional champion, was a novice. If there are any riders who are riding and winning amateur races who have been riding longer than he has, he would like to know who they are.

### Thrifty Bobbie Saves on Salvage.

Thrift is a rare and much to be prized attribute, but sometimes the laudable desire to economize fails of its purpose, as witness the experience of a small English lad who hired a bicycle, was unfortunate enough to have it smashed, and endeavored to save something from the wreck in the hope of reducing the rental charges.

The shades of night had fallen. All was quiet. The whole street slept, when suddenly upon the knocker of the bicycle renter's door there came a virulent attack. Bill Spokes turned over sleepily.

"Wot's wrong?" he bawled out.

"You let out a machine to Bobbie Adams this afternoon," piped a childish treble.

"Well," growled Spokes, "I'm not going to take it back this time o' night! 'E'll have to keep it till mornin', an' pay by the hour!"

"I know that!" came the voice again. "But Bobbie's 'ad a bit of a spill through runnin' into a motor car, an' 'e don't want to pay for the 'ire of mor'n 'e can 'elp; so I've brought back all we've found of the machine so far."

In his pajamas, and a tearing rage, Spokes rushed downstairs.

"Where's the parts?" he stormed.

"'Ere!" responded the late caller, holding out his hand. "It's the oil can!"

### Boy Thief Does a Big Business.

Knowing he would have no trouble in disposing of the spoils if they were of the character to meet the demand, Raymond O. Eberling, Cleveland, O., has made a practice of stealing bicycles and selling them after changing them to prevent identification. The boy, who is but 15 years old, confessed to having stolen 11 machines in one week at Lansing, Mich., and it is believed he has changed the identity of so many machines that many of his transactions never may be straightened out sufficiently to permit of the machines being restored to their owners. The bicycles were sold, so he states, at prices ranging from one and a half to two dollars.

### Y. M. C. A. Boys on a Big Tour.

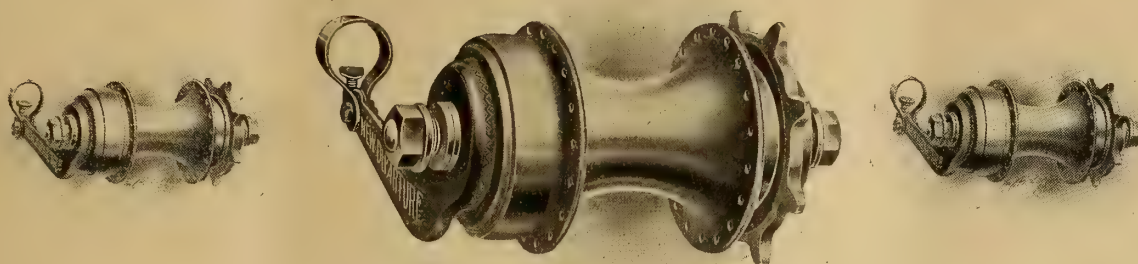
About 25 boys of the Y. M. C. A., of Long Beach, Cal., left that city on the 19th inst. on a 300 miles bicycle ride that will last over the Christmas holidays. They will pass by easy stages through Orange, Anaheim, Redlands, Riverside, San Bernardino and Colton, returning by way of Pomona, the George Junior Republic, Claremont, Pasadena and Los Angeles.

### Mommer Elected C. R. C. of A. Centurion.

Fred Mommer has been elected centurion of the Century Road Club of America. George Hausenbauer has been made the secretary-treasurer for 1911.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.





## We Guarantee You Against Dissatisfied Customers

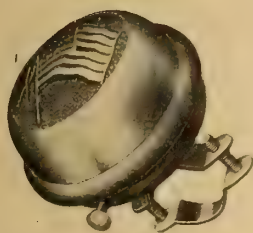
It is worth a whole lot to the dealer to have behind him a manufacturer who guarantees goods the dealer is selling and will "make good" with customers whenever necessary.

New Departure coaster brakes, bells, etc. are strongly guaranteed against defective workmanship, material and finish.

When we are called upon to satisfy this guarantee, there is no quibbling, no aggravating delays—we carry out our promise as quickly as we know how and your customer is pleased.

In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

Specify New Departure coaster brakes on new wheels; purchase a few loose brakes from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



### THE NEW DEPARTURE MFG. CO.

BRISTOL, CONN.

Coaster Brake Licensors





### Growing Production of Gasoline.

Just how marvelous has been the growth and development of the internal combustion engine for pleasure, commercial and agricultural purposes in this country in the last decade is made plain by the immense growth of the gasoline production in that period, and its doubling in the last six years. In 1903 the production of gasoline in this country amounted to 4,800,000 barrels of 50 gallons each, and in 1909 the output had jumped to 9,600,000 barrels, a gain of 100 per cent.

For 1910, the output is expected to show a considerable gain over last year's figures. Of course this rapid rise of gasoline from an insignificant by-product of petroleum to the most largely used distillate of all oils is chiefly due to the spectacular expansion of the motor vehicle industry, including the development of the motorcycle, motor boat and agricultural implements.

Inasmuch as it has been necessary to import several cargoes of gasoline to supply the home consumption, the production of 9,600,000 barrels may be taken as the output of the domestic refineries. This output, valued at the very conservative figure of ten cents per gallon has a total worth of \$48,000,000, at the least, for the 480,000-000 gallons. Inasmuch as only a comparatively small quantity of gasoline can be obtained from a barrel of crude petroleum, which chiefly produces illuminating oils, the increase in the production of gasoline

naturally has greatly stimulated the output of illuminating oils and has resulted in

### British Postoffice Uses Motorcycles.

All kinds of bicycles, tricycles and motorcycles now are being employed at various points in Great Britain's post office system, and among the most recent addi-



tions is a motorcycle of the three-wheel type, with a large compartment over the front wheels for letters and articles sent by parcels post. The top is railed for mail bags, while the rider's feet rest on running-boards instead of on pedals. Over the rear wheel is a wicker basket which not only gives space for the storing of additional mail but acts as a back-rest for the operator, as shown in the accompanying illustration. The machine operates on one of the rural delivery routes out of Sittingbourne, England.

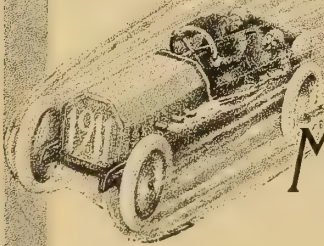
their over-production, so that conditions are transposed and oil becomes the by-product instead of gasoline.

As this production of illuminating oils has kept well ahead of the demand it has resulted in a cut in price which has given the producers some concern as to the probability of further reductions. This reduction in oils for home consumption has amounted to 75 cents per barrel, while oils for export have declined \$1 a barrel. Another factor in the drop in the price of illuminating oils is the "oil war" abroad between the independent producers and the Standard Oil Co.

Statistics furnished by the Standard Oil Co., showing the production of gasoline and crude oil in this country from 1900 to 1909 inclusive, expressed in millions of barrels and indicating the enormous growth of the oil industry and the increased consumption of gasoline are given in the following table:

Year	Crude Oil Millions of Barrels (42 Gallons)	Gasoline Millions of Barrels (50 Gallons)
1900.....	63.6.....	3.6
1901.....	69.4.....	4.1
1902.....	88.8.....	4.6
1903.....	100.5.....	4.8
1904.....	117.1.....	5.2
1905.....	134.7.....	6.0
1906.....	126.5.....	6.3
1907.....	166.1.....	6.8
1908.....	179.6.....	7.6
1909.....	186.7.....	9.6

Open  
for two weeks



# ELEVENTH NATIONAL AUTOMOBILE SHOW AT MADISON SQUARE GARDEN NEW YORK



UNDER THE AUSPICES OF  
ASSOCIATION OF LICENSED AUTOMOBILE MANUFACTURERS

**Part I—January 7-14, 1911. Gasoline Pleasure Vehicles, Parts and Accessory Manufacturers**

Sanctioned by National Association of Automobile Manufacturers and Motor and Accessory Manufacturers.

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SANCTIONED BY THE MOTORCYCLE MANUFACTURERS' ASSOCIATION.

The following Motorcycles will be exhibited.

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EXCELSIOR,  
HARLEY-DAVIDSON,

INDIAN,  
MERKEL,  
MARVEL,

MIAMI,  
M. M.,  
N. S. U.,

NEW ERA,  
PIERCE,  
PONTIAC,

READING-STANDARD,  
S. D.,  
THOR,

WAGNER,  
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A Complete Line of Commercial Vehicles, Electric Pleasure Vehicles and Motor accessories will also be shown.

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# EXCELSIOR AUTO-CYCLE

IN QUALITY LIES CONFIDENCE  
Service and Satisfaction

The quality of the EXCELSIOR AUTO-CYCLE is so predominant and tangible that it gives the rider utmost confidence in his mount and by sustaining that confidence by absolute reliability and steady service, affords a degree of satisfaction attained through no other means of transportation.

The quality of the Excelsior is based on drop forged frame parts, scientifically correct design, the finest material and perfect workmanship in a machine of ample power and perfect balance and control.

1911 Models include single and twin cylinder motors, battery and magneto ignition.

Write now for catalog C11. Immediate delivery on all models. Some territory still open for real live dealers.

**EXCELSIOR MOTOR & MANUFACTURING COMPANY**

Randolph St. Bridge

San Francisco Branch—361-363 Golden Gate Ave.

CHICAGO, ILLINOIS

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



## This Inlaid Cuckoo Clock FREE, with NEVERLEAK TIRE FLUID

Thirty-three NEVERLEAK Tire Fluid Certificates bring this elegant, hand-carved, genuine Imported Cuckoo Clock, FREE. Case is of walnut, inlaid with ash, ebony and mahogany decorations. It's a winner.

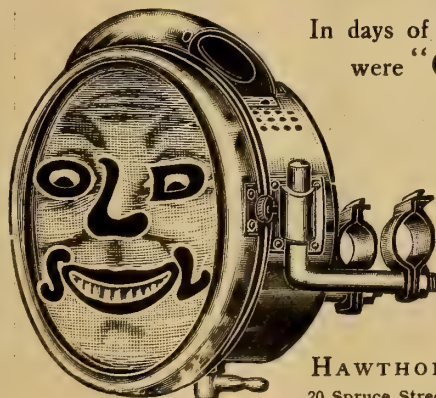
For big business you should handle the marvelous NEVERLEAK Tire Fluid, the one fluid that automatically closes bicycle tire punctures without the rider having to dismount. One NEVERLEAK Certificate goes with every dozen tubes. The tubes go like hot cakes. See your jobber about it today.

**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**

## "The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

**BICYCLING WORLD COMPANY**  
154 NASSAU STREET, NEW YORK



In days of old,  
were "OLD SOL" sold,

Then knights had  
bolder been,

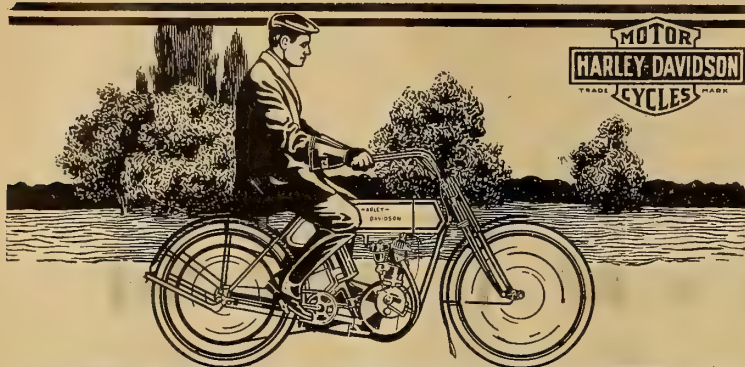
They'd seen aught,  
to put to flight,

All foes that  
butted in.

Send for Catalog

**HAWTHORNE MFG. Co., Inc.**  
20 Spruce Street  
BRIDGEPORT, CONN.





### THOUSANDS OF HARLEY-DAVIDSON SALESMEN

are daily engaged in talking and selling HARLEY-DAVIDSON motorcycles.

☛ They are the most intelligent and enthusiastic salesmen you can find.

☛ They are devoted to their work.

☛ They are able to do more in a given time by means of their HARLEY-DAVIDSONS than other men can do.

☛ They are getting more actual enjoyment out of life than others.

☛ They are satisfied—you never hear them complain.

☛ They are HARLEY-DAVIDSON owners.

**Harley-Davidson Motor Co.**  
MILWAUKEE, WISCONSIN

Ours  
Are  
Quality  
Goods

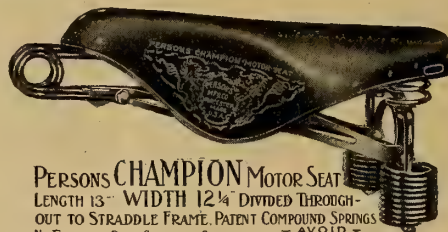


We  
Make No  
Cheap  
Saddles

### FOR BICYCLES

See full description of this saddle in the December 3, 1910 issue of this paper or send for catalogue showing all our models and outlining their points of superiority.

Tops  
Made of  
Solid,  
Pure  
Oak  
Tanned  
Leather



Our  
Saddles  
Hold  
Their  
Shape.  
Examine  
Them

### FOR MOTORCYCLES

Motorcyclists should know the merits of our 1911 Model Champion before specifying equipment on their 1911 machines.

WRITE US

THE PERSONS MFG. CO., Worcester, Mass.

# 95%

of the  
Motorcycles Exhibited  
at the  
Olympia London Show  
were Equipped with

# BOSCH Magnetos

# 20<sup>TH</sup> Century

## MOTORCYCLE Head and Searchlights

are the standard the world over.

☛ Wherever motorcycles or bicycles are known, 20th Century Lamps also are found.

☛ 20th Century Lamps are on sale by jobbers and dealers everywhere. Electrotypes for 1911 catalogs are now ready.

*20<sup>th</sup> Century Mfg Co*

420-422 Ogden Street  
NEWARK, N. J.

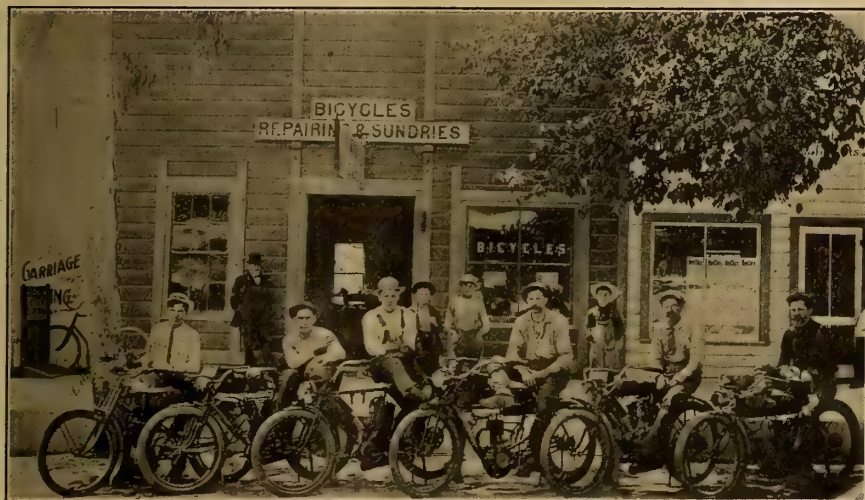


## TUNED UP READY FOR RIVALRY ON THE TRACK



To stimulate local interest in motorcycling, J. P. Smith & Co., of Kenosha, Wis., have been aiding in the promotion of race meets in that city, and the picture shows five intending participants in one of the Kenosha races, as they appeared after their machines had been tuned up at the Smith establishment, which is located at the south-east corner of Prairie and Crate streets.

## ONE OF CALIFORNIA'S MANY MOTORCYCLE SHOPS



Like almost every town in the Golden State, the town of Corning, Cal., has an active and enterprising motorcycle and bicycle establishment, a view of which is shown. It is owned by M. G. Ramer, whose brother conducts a similar establishment in Red Bluff, Cal.

## Buffalo-Batavia Road Again Open.

The road running from Main street, Buffalo, to Batavia, N. Y., which was closed last June, was opened on the 16th inst., much to the delight of the large crowd of motorcyclists and bicyclists who assembled to take a trial spin over its 41 miles of excellent riding surface. Since the road was closed extensive improvements have been made, including some 12 to 15 miles of brick roadway about 16 feet wide. About two miles outside of Williamsville the road crosses the Transit Road, and as the latter

is in excellent shape, the work done opens up a fine route to Lockport and other towns of that section, in addition to affording better connections with eastern towns around Batavia and Rochester.

### The MOTT WHEEL WORKS

Utica, N. Y.

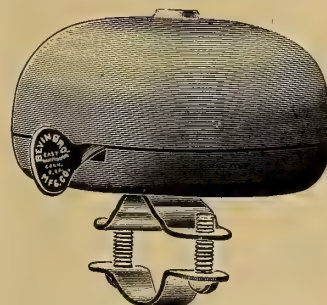
### BICYCLE AND MOTORCYCLE Rims and Mud Guards

R. B. ABBOTT SALES CO.  
Majestic Building, Detroit

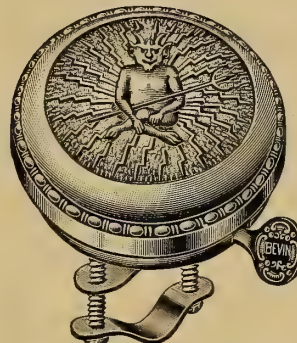
# Bevin Bells



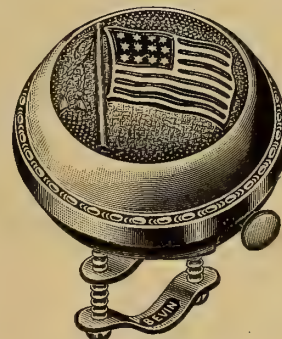
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

**BEVIN BROS. MFG. CO.**  
Easthampton, Conn.



In the matter of your

# Bent Parts

(Forks—Stays—Forksidcs—Frames)

we can save you money because we have the

## EXPERIENCE AND THE FACILITIES

Why not let us demonstrate our ability to cut down your costs? We work to standard or special designs and use

## STANDARD SEAMLESS STEEL TUBING

**THE STANDARD WELDING CO.**  
CLEVELAND

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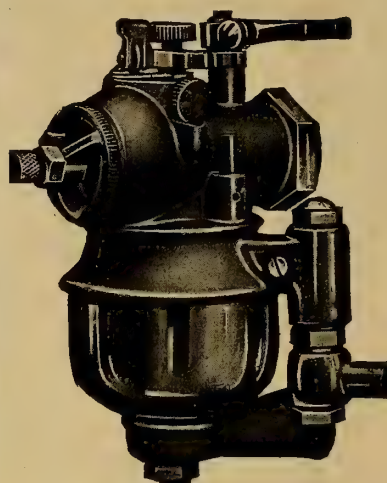
NEW YORK

# HEITGER

## Model G, 1911, Motorcycle Carbureters

Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nicked and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor,

80 to 100 miles per gallon fuel consumption. Built in such manner as to eliminate ALL troubles common to carbureters, such as flooding, choking, leaking and binding float valves, air valves, etc. ALL overcome. Weighs 20 ounces complete.



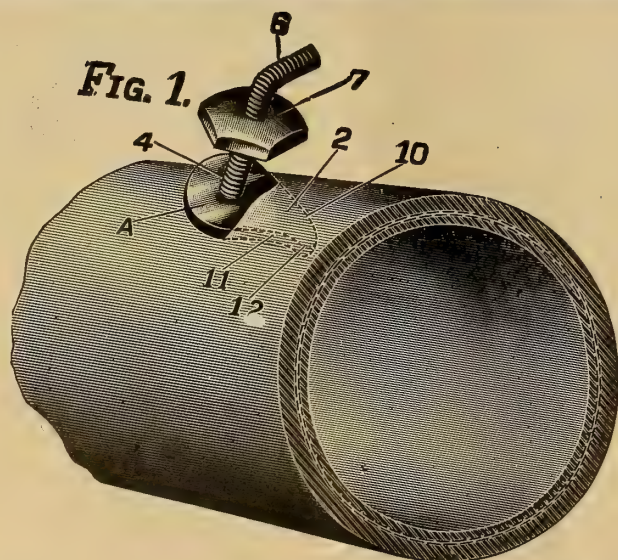
DOUBLE ADJUSTMENT TYPE  
Glass or Brass Bowl

We can make prompt deliveries.  
Catalogs now ready.

**HEITGER  
CARBURETER  
COMPANY**

225 W. South Street  
INDIANAPOLIS, IND.

FIG. 1.



## The Harris Brass Plug

NEW, SIMPLE AND EFFECTIVE

Can be inserted with ease in the smallest puncture. Solid piece oval head, making leak through thread of shank impossible. Top washer can be tightened at any time and with any style of wrench or pleyer.

ELECTROTYPES FURNISHED FOR CATALOGS.

Buy Through Your Jobber.

D. P. Harris Hardware Co., 48 Warren St., New York

## PREMIER BICYCLES

### Sold Only to the Trade

Our prices on Bicycles, Tires and Sundries will allow you to

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Premier Bicycles are equipped as follows:

New Departure Front Hubs.  
Coaster Brake—(any make).  
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Brampton Imported Pedals.  
Puncture Proof Tires.  
English Ribbed Front Fork.  
English Imported Sprocket.

PRICE—No more than you have been paying for cheap wheels.

We will take back at any time within 60 days of purchase, any unsold goods and refund full purchase price and freight charges. Write at once on your business letter-head for our special proposition and the Premier Catalog. It is the largest and finest bicycle catalog ever printed.

Address **MEAD CYCLE COMPANY**  
Dept. B. W. Chicago, U. S. A.





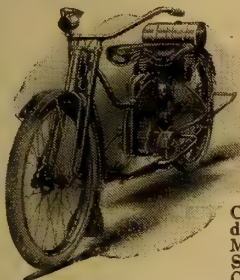
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## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

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Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



WHY WAS THIS POSSIBLE? The Two Speed Transmission and the Free Motor, found only on the New Era DID THE BUSINESS.

4 h. p.—NEW ERA—6 h. p.  
Single Cyl., Battery or Magneto Ignition.

The New Era Auto-Cycle Co.  
2 DALE AVE., DAYTON, OHIO

DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Col.; W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.; Economy Cycle Supply Co., Detroit, Mich.; The Auto-Motor Cycle Co., 2216 N. Broad St., Philadelphia, Pa.

## Diamond

### MOTORCYCLE TIRES



are the Strongest, Safest, Best. Corrugated tread and studded tread.

"USERS KNOW"

THE DIAMOND RUBBER CO.  
Akron, Ohio



## DIAMOND CHAINS

Strong, accurate and durable. For 20 years the quality standard. Kept in stock by all jobbers. Let us cut your sprockets.

DIAMOND CHAIN & MFG. CO. 141 West Georgia St.  
INDIANAPOLIS, IND.

Capacity 8,000,000 feet per year

## DUCKWORTH CHAINS

long ago proved that they have no equals for either

Bicycles or Motorcycles



It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

Duckworth Chain & Mfg. Co., Springfield, Mass.

### REAL Motorcycle Headlights

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

#### LAMP.

Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
No. 111—6 inches high; weighs 12 ounces. Price, 4.00 each.

#### GENERATORS.

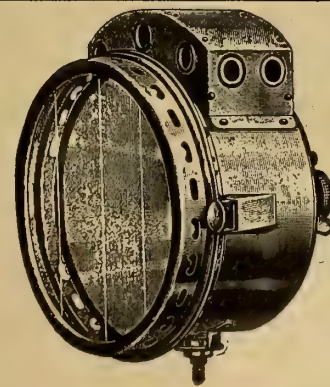
Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
No. 54B—6½ inches high. Price each, 4.00  
No. 53B—9 inches high. Price each, 5.00

We have an interesting proposition to dealers. Address Dept. B,

THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK



Generator



Searchlight



## WANTS AND FOR SALE

10 cents per line; 15 cents per line if in capital letters. Cash with order.

**FOR SALE**—Indian Twin, 5 horsepower, 1910 model; been ridden 2,500 miles. Guaranteed to be in A-1 shape. Tires in fine condition. To sell quick will take \$160. **LEON SILBERMAN**, 10 East Ninth St., Chattanooga, Tenn.

**FOR SALE**—1910 seven horsepower Indian with speedometer, lamp, horn, full equipment; like new; perfect condition guaranteed. \$220; cost, with equipment, \$370. **T. C. RILEY**, 379 Thames St., Newport, R. I.

**WANTED**—Traveling position by a live one for the winter months, or steady, with a motorcycle or bicycle concern, by an experienced salesman. Address **TRAVELING**, P. O. Box No. 649, New York City.

**FOR SALE**—Tandem attachment to fit any chain or shaft driven motorcycle. Used very little and enamel and plating is in perfect condition. Price, \$10. **JESSE E. EDSALL**, 902 Pine St., Michigan City, Ind.

**FOR SALE**—1910 Merkel-Light model A motorcycle. Rode 400 miles. Will sell at a sacrifice. **J. H. HULL**, Mt. Hope, Pa.

**BICYCLE DEALERS**—When in Chicago see McDougald, 1118 N. Clark St., if you wish second-hand bicycles, tandems or triplets.

**MOTORCYCLES**—Enormous variety of American and imported makes—Indians, Marsh's \$35. Hundreds of other bargains. Shipped freight prepaid. Write no; large illustrated bulletin free. **MOTORCYCLE EXCHANGE**, Dept. C, 217 West 125th St., New York City.

**SECOND-HAND MOTORCYCLES**—75 of them, \$25 up; three tri-cars—\$125, \$300 and \$350 respectively. Expert repairing, experimental work, aeroplane supplies. **THE MODEL MOTORCYCLE GARAGE**, 318-320 West 48th St., New York.

**PARTS** in stock for F.-N., Curtiss, Royal Pioneer, Indian, Thor, Marsh, Griffon and others; also sundries. **TIGER CYCLE WORKS CO.**, 782 Eighth avenue, New York.

ESTABLISHED 1844.

**SCHRADER**

**UNIVERSAL VALVES**

TRADE MARK REGISTERED APRIL 30, 1895.

The Standard American Valves for Automobile, Bicycle & Vehicle tires

Manufactured by

**A. SCHRADER'S SON, INC.**

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**Motorcycle Supplies**

We want every dealer to have our Catalogue and Bargain Books. Please write us on your letter head for No. 45.

**NEW YORK SPORTING GOODS CO.**

15 and 17 Warren Street, New York



**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



## Star Ball Retainers

**WHO? Tell Us**

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 36, Germany



## Metz Runabout

completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

**METZ COMPANY, Waltham, Mass.**



## American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

**AMERICAN MOTORCYCLE CO.**  
Wells & Seigel Sts., Chicago

**4000 Motorcycle Cases at 60% Reduction**  
Goodrich Moulded and G & J Flat

**1000 M. & W. Tubes at 33 1/3% Reduction**  
Prices to Dealers and Jobbers

**Model "A" Merkel-Light at \$150**

Write for catalogue and discount.

**F. A. BAKER & CO.**  
10 Warren St. NEW YORK

## THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed for the asking.

**GEO. W. NOCK CO.**  
Jobbers of BICYCLES and SUNDRIES  
126 N. Fourth St., PHILADELPHIA

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for any MOTORCYCLE—Assures Right of Way

Made of Brass **\$4.00** Complete  
F. O. B. New York  
Nickel plated, \$1.00 extra

**NIGHTINGALE WHISTLE MFG. CO.**  
1783 Broadway, New York

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Good Agents Wanted in Territory not Already Taken.

**"OXFORD" and "ROYAL ROADSTER" BICYCLES**  
IMMENSE STOCK—RIGHT PRICES—IMMEDIATE SHIPMENT.

**ALBERT E. GOODBY**

Catalogue?

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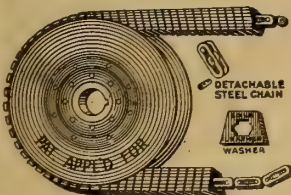
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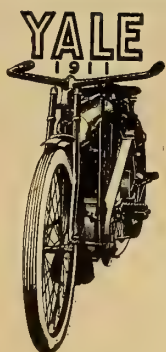
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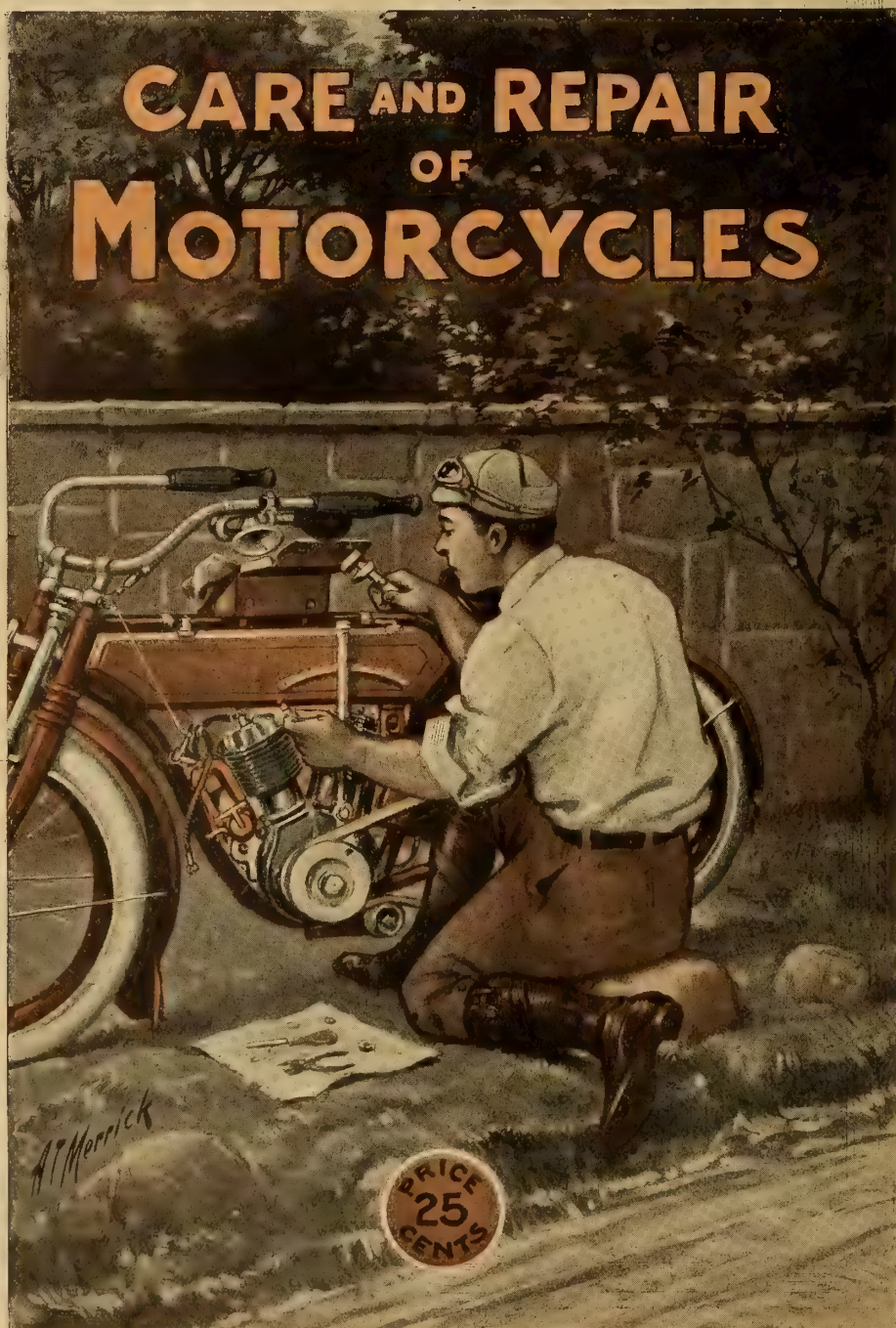
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"For eighteen years the upper part of this has been abandoned to the rains and snows which have washed away every vestige of dirt or sand useful for a roadway."

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**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

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 VICE - PRESIDENT, J. E. FERGUSON  
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 FACTORY SUPERINTENDENT, WM. A. DAVIDSON  
 SALES MANAGER, ARTHUR DAVIDSON  
 ASSISTANT SALES MANAGER, ALBERT E. BECKER  
 ADVERTISING MANAGER, S. LACY CROLIUS

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- ¶ Compare this personnel with that of any other firm in the motorcycle industry.
- ¶ Every one of these men are *practical* men who have been connected with the motorcycle business for years, and who are *motorcycle riders themselves*. This is one of the reasons why the HARLEY-DAVIDSON has *made good*, and why it has always been the leader.
- ¶ Other makers have waited until their riders *demand* improvements; we knew from our own actual experience what was needed, and *supplied it*, years ahead of any others.
- ¶ While the HARLEY-DAVIDSON MOTOR COMPANY has never foisted an experiment on the public, we have anticipated in past years every single so-called "improvement" that has been brought out by other manufacturers. Every one of the 1911 "features" now being shouted by other manufacturers have been supplied on HARLEY-DAVIDSONS for years, or else have been discarded by us for *something better*.
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Our 1911 catalog is on the  
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HARLEY-DAVIDSON MOTOR CO.  
 M I L W A U K E E , W I S C O N S I N

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# THE INDIAN

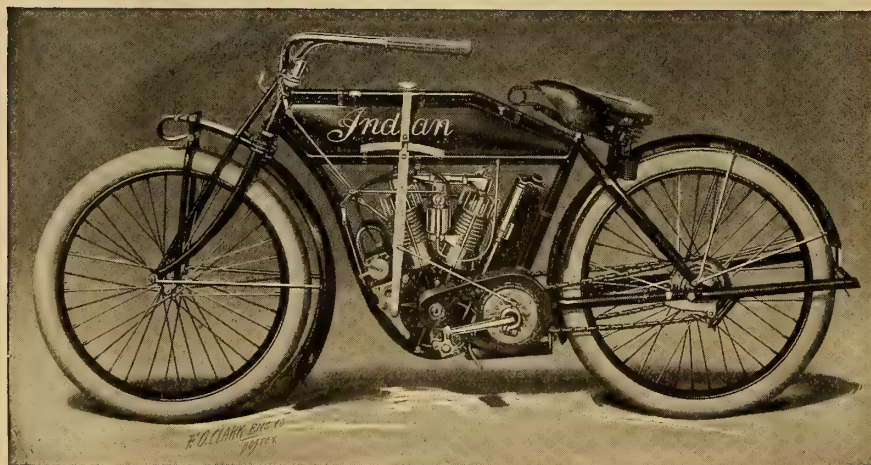
Is Not Making the "Big Noise"—but  
It is Delivering the Goods—and of a

## QUALITY

that can only be produced by years of  
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# TIRES

**Standard Equipment on  
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**M**ANUFACTURERS of high-priced bicycles choose their tire equipment carefully.

**THEY** know that to select a tire which would not wear would be to invite trouble for themselves.

**THEY** know that the wheel maker would have to be a buffer between rider and tire maker in case of dissatisfaction.

**THEY** take no chances—neither should you.

FISK Bicycle Tires are made in many styles and each represents the highest quality in its grade. Write for illustrated tire booklet.

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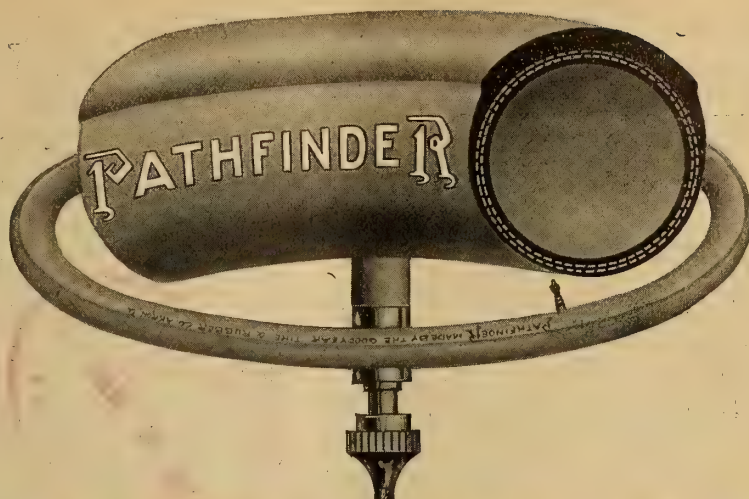
*75 per cent. of the high-grade bicycles to be built in 1911 will be equipped with Fisk Bicycle Tires. Write for complete information now as the renewals next year will mean increased demand.*

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Department E

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*Direct Factory Branches in Twenty-three Cities*



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That's one thing that brings more bicycle tire customers to the Goodyear Pathfinder dealer.

The Pathfinder single tube tire is so constructed that lasting repairs can be made either by plugs or vulcanization.

Most bicycle tires cannot be repaired. Once they begin to wear out it's the junk pile for them. The reason the Goodyear Pathfinder can be repaired is that it is made only of new rubber as nearly pure as possible to put in a bicycle tire to vulcanize properly.

We pay four or five times for Pathfinder Rubber than we would have to pay for inferior grades. We could even get "reclaimed" rubber from old worn out tires, overshoes, etc., at 10 cents a pound.

But that wouldn't make the kind of tire you get in the Pathfinder.

The fabric in the famous Goodyear Pathfinders is a special closely woven Egyptian. A

strip of this fabric one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The Pathfinder's cover is another strong feature. See how tough it is! Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Remember, that dealers in all parts of the country are making money on the Goodyear Pathfinder.

It is one of the most popular tires of the Goodyear line—and that's saying a good deal.

Write us and see what there is in it for you. Start a letter today!

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Highest development of the motorcycle. Not a cheapening of the automobile.

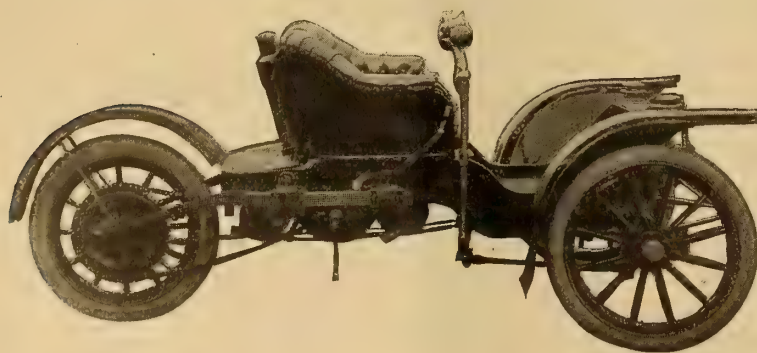
Yet—

The Motorette is as reliable, as well built, and as efficient as any high priced motor car—

Except for excessive speed it is as capable.

With it is achieved more than ever before, the ultimate aim of all practical motor car builders—

Low cost of maintenance and operation.



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We want dealers. We want alert, aggressive, clean-cut young men. Men who are qualified to handle sales for this car. Its maximum speed is 25 miles an hour—10 H. P. actual—but as a hill climber it is a wonder. It has run 19 miles on one-half gallon of gasoline—we guarantee it to do 25 miles per gallon. There are two heavy motorcycle tires in front and one 3-inch automobile tire on the driving wheel.

Look for our exhibit at the New York Automobile Show in Grand Central Palace, December 31st to January 7th. If you don't go to the Show, communicate with us at once. There is choice territory open. Get in your application today.

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MANUFACTURING CO.**  
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their best points, design, material and workmanship—has been skimmed and condensed into the Emblem Bicycle, a machine which shall always be a leader. Long experience enables us to give superior quality at a less cost and this saving in manufacture and overhead charges is divided with the agents and riders who buy Emblems. Then, too, the buyer looks at the reputation back of his mount, as well as the experience and knows that it is a guarantee of continued excellence and stability. In the smallest details, those which are usually overlooked, Emblem quality will be found and it is those little points which has set the stamp of superiority on the Emblem. Not only is the quality the most generous, but the machine is of natty appearance, giving the owner the feeling that in addition to riding the best bicycle, he is mounted on one which has no superior in looks.

WE PRODUCE A MOTORCYCLE OF EMBLEM STANDARD OF EXCELLENCE, WHICH IS DAILY ADDING TO ITS LIST OF FRIENDS. YOU OWE IT TO YOUR CUSTOMERS AND YOURSELF, MR. AGENT, TO HANDLE ONLY THE BEST—SO WRITE US AT ONCE BEFORE YOUR TERRITORY IS TAKEN.

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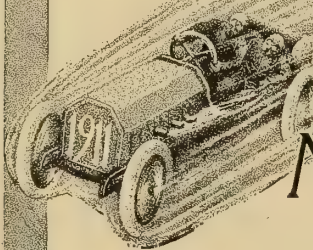
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in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

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The following Motorcycles will be exhibited.

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S. D.,  
THOR,

WAGNER,  
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A Complete Line of Commercial Vehicles, Electric Pleasure Vehicles and Motor accessories will also be shown.

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## Will You Be at the New York Show? Yes?

Then we have something good to show you in

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and in CONTINENTAL-ERIE Auto Tubes and Sundries. You have a special invitation and a special reason to look for us at the Show if you buy, sell or use tires or tubes, as the 1911 Continental product and prices are mighty interesting.

WE GIVE THE JOBBERS ABSOLUTE PROTECTION

At the Garden we are on the Elevated Platform, Space 144. At Chicago we are in the Coliseum, Space 115.

## CONTINENTAL RUBBER WORKS, Erie, Pa.

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# Pope Daily Service Bicycles

To Letter Carriers, Policemen, Telegraph and Telephone Linemen, Quick Delivery Messengers and to men who ride or should ride bicycles to and from their work.

### The Pope Daily Service Has Created Big Demand

**N**O machine in recent years ever jumped into popular favor so quickly or established such a permanent hold. Designed for these purposes, this type of Pope bicycle has created a big and growing demand among regular

classes of bicycle riders because it has given them better service than any other machine on the market.

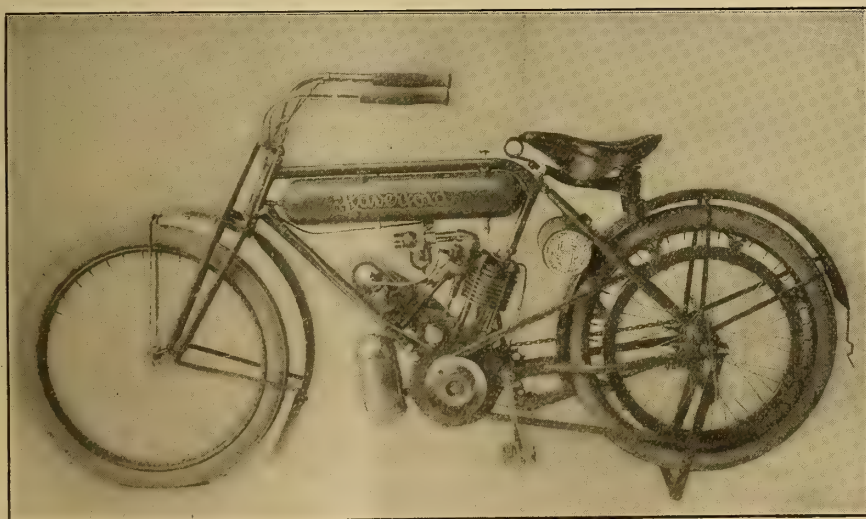
### Specially Built for Hard Usage

with heavy gauge, seamless steel tubing, strongly reinforced at all joints; unusually heavy head bearings with extra large cups, cones, and 3-16" balls; steel lined rims; and spokes of tandem strength.

The Pope Daily Service recommends itself strongly to dealers for specialization as a means of enlarging the scope, character, and stability of their regular trade. The past season developed a large demand for Pope Daily Service Bicycles. This season is developing a still greater demand. Will you be one of the dealers to reap the benefit of this demand?

**THE POPE MANUFACTURING CO., Hartford, Conn.**

## THE HAVERFORD Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

Model H, Schebler Carburetor

**\$185**

Equipped with  
Bosch Magneto

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

**1911 MODEL** <sup>Bosch</sup> <sub>Equipped</sub> **NOW READY**

## HAVERFORD CYCLE COMPANY

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"Quality Means Economy—Racycle Means Both"

## WHICH DO YOU PREFER?

To walk, and push your motorcycle up the hill, or  
Ride up the hill on a 1911 Racycle with Free Engine Clutch?

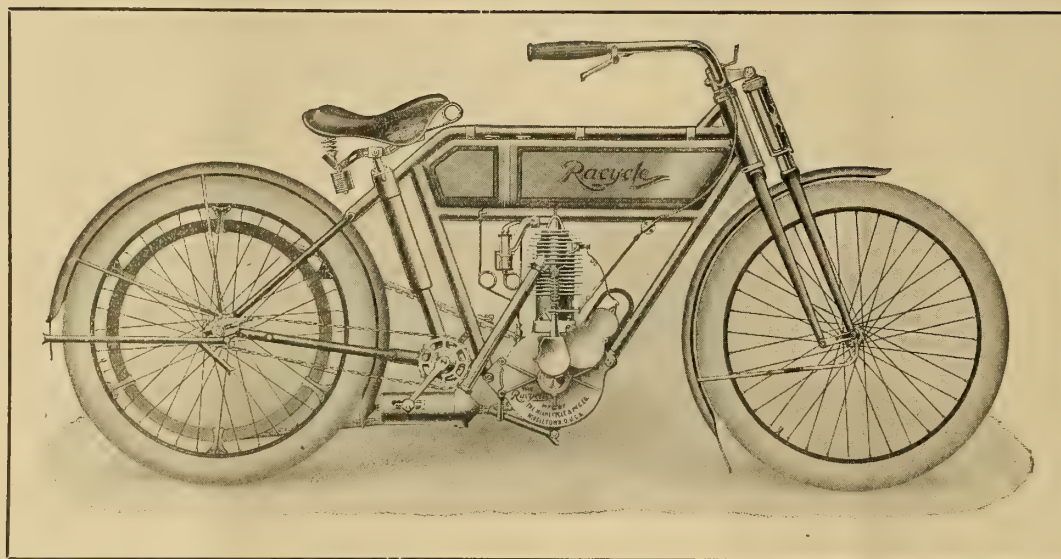
Would you prefer to jolt yourself half to death over rough country roads or city cobble stones on an ordinary motorcycle, or

Would you rather ride smoothly along without jolt or jar on the improved 1911 Racycle Spring Seat Post?

Flat Belt  
with Idler

Battery or  
Magnet

Spring Seat  
Post



V Belt with  
Free Engine

Ball Bearing  
Engine

Musselman  
Brake

## The 1911 Racycle Costs You No More

with these comforts and conveniences than an ordinary motorcycle does without them. Don't buy an ordinary motorcycle and then regret it or try to trade it off, but get the up-to-date, easy starting and easy riding Racycle and you will always have the laugh on the other fellow.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

We will be glad to see you at our exhibit at the New York Automobile Show, January 16th - 21st, Space 706, Balcony

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# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, December 31, 1910.

No. 15

## CHADEAYNE BUYS THE GREYHOUND

Business to be Revived by a Veteran Formerly Connected with Its Affairs—  
Its Material Assets.

Once again the Greyhound Motor Works, of Buffalo, N. Y., which, some months ago, went into bankruptcy, is to enter the motorcycle manufacturing field, the entire business having been sold to William C. Chadeayne, one of the veterans of the motorcycle trade and sport, and who has been identified with Greyhound affairs before, when the concern was known as the Auto-Bi Co. The company got beyond its financial depth last September in developing and manufacturing new and improved models which involved radical changes from earlier types. An inventory of the assets, taken at the time of the bankruptcy action, showed about \$20,237 in finished parts and accessories, and \$1,265 in motorcycles, so that Chadeayne, in taking hold of the business, has a substantial group of assets on which to begin. In addition to the physical assets, the good will of the company also is to be considered, together with patent rights estimated at \$7,500 in value.

When the property was disposed of at bankrupt's sale on November 21, it was bought by John W. Van Allen, a prominent Buffalo lawyer. Van Allen received several offers for the property from men considering it for other purposes than motorcycle manufacture, but inasmuch as the making of motorcycles was the line of production for which it had been built up, he retained it until it could be disposed of to proper advantage as a motorcycle manufactory. This policy has resulted in a pre-

serving of a place for the Greyhound company in the industry, in which it has the opportunity of becoming an active and prominent factor.

### Gifts for Field at Farewell Dinner.

H. E. Field, the retiring vice-president of the Hartford Rubber Works Co., Hartford, Conn., was tendered a farewell dinner by the company on Christmas Eve, at the Country Club in Farmington, Conn. He received a handsome gold watch with fob and a silver tea service. The presentation speech was made by President J. D. Anderson on behalf of his associates. The party consisted of Messrs. Field, Anderson, Krogh, Whittelsey, Kesser, Pinney, Shea, Stokes, Reed, Platt and Clark.

### Shapleigh Heads Norvell-Shapleigh.

With the turning of the new year, Richard W. Shapleigh succeeds S. Norvell as president of the Norvell-Shapleigh Hardware Co., St. Louis, Mo., cycle jobbers and wholesale hardware dealers. Norvell retires from active merchandising to become owner and editor of the Stoves & Hardware Reporter.

### Pope and Wagner Want Membership.

Two more companies are up for admission to the Motorcycle Manufacturers' Association. Application has been made by the Pope Mfg. Co., of Hartford, Conn., and by the Wagner Motorcycle Co., of St. Paul, Minn., and their candidacy is being made the subject of a mail vote.

### Merkel and Excelsior in Savannah.

Additional members have been added to the motorcycle dealers' colony of Savannah, Ga., in the past week. Oakman & O'Neil have taken on the Merkel, and the Balfour Hardware Co. will handle the Excelsior line.

## TRADE MEETING TO BE BIG AFFAIR

Important Sessions to Precede Joint Luncheon—Election of Parts Association Officers—Name Change Proposed.

Important results to the cycle and motorcycle trade are promised in connection with the sessions of the Cycle Parts and Accessories Association and the National Association of Bicycle Jobbers, which take place at the Hotel Astor, New York City, on January 12, at the time of the New York show at Madison Square Garden, and which are to be followed on the same day by a trade luncheon which the Cycle Parts and Accessories Association will tender to the jobbers and to the cycle and motorcycle manufacturers. The luncheon is to be a big gathering, as has been made plain already by the great number of acceptances that W. J. Surre, of the luncheon committee, has received from jobbers and manufacturers who have been invited.

It is probable that the Cycle Parts and Accessories Association will modify its name to some extent, in recognition of the motorcycle interests represented in its membership. The name Bicycle and Motorcycle Parts and Accessories Manufacturers has been suggested. The association also will hold an election of officers, and in conjunction with the jobbers will probably decide on the time and place for the summer meeting of the cycle and motorcycle jobbing, parts and accessories trade. Five new members are being voted on for membership in the association, these being the St. Louis Rubber Cement Co., the Pope Mfg. Co., 20th Century Mfg. Co., A. Schrader's Sons, Inc., and the Manufacturers Foundry Co.



## LONG TEST FOR A NEW ENGINE

**Excelsior Runs Motor on the Block Continuously for a Month—Effects of the Hard Trial.**

Riders who experience trouble with certain features of their machines often are prone to blame the manufacturer, and accuse him of putting out a new model or new features without first testing them out at his own expense to eliminate the weak spots, saddling the try-out, on the rider. Sometimes after a new model with attractive features is announced, there arises such a strong and insistent demand for it that the maker is tempted to put the machine on the market before it is fully tried out. As an example, however, of the thorough testing out that is given some machines before they are put on the market, one of the methods employed in the case of the 1911 Excelsior twin, made by the Excelsior Motor & Mfg. Co., Chicago, Ill., is suggestive and illuminating.

Engineers generally are agreed that there is no more crucial or searching test to which a gasoline motor can be subjected than the dynamo test under load for long periods. If there are any flaws or defects in design or construction this grilling is sure to bring them out, and the Excelsior company recently put one of its twin engines through a block test lasting 725 hours or practically a month without a moment's stop, which would correspond to many months' service.

Belted to a dynamo, the engine, which was taken from stock, was run day and night at a speed of 1,800 revolutions per minute, this being equal to a road speed of 35 miles an hour with standard gear ratio. The load carried was 300 pounds, or 50 per cent. greater than that required to carry an Excelsior twin with 150-pound rider at this rate of speed over an ordinary road.

Members of the engine testing force watched this motor night and day maintaining a constant speed and making an hourly record from the horsepower indicator in connection with the dynamo. At the end of 30 days, or to be exact, 725 hours, the engine was taken down and carefully examined at every point. It was found that the only wear that could be shown with the micrometer was in one piston ring, which was replaced. The valves showed some effect of the continuous running, but were readily reground to perfect fit and conditions.

The motor was then reassembled and placed in a machine that was turned over to the Chicago police department for trial. This machine has now been in daily service since November 17, having been ridden by several different men, and the first adjustment or attention given it in any way was on December 8, when the magneto points

were examined and cleaned, though it had even then shown no tendency to misfire and the cleaning was done rather as a precaution than a necessity.

## Vim Cycle Occupying Its New Home.

Having taken a large new building for its headquarters, the Vim Cycle & Hardware Co., of Buffalo, N. Y., is preparing for the biggest business in its career, in the jobbing and wholesaling of motorcycle and bicycle supplies, tires and accessories, and the manufacture and sale of its own goods. The company's new building, which is shown in the accompanying illustration, is at 137-139 Broadway. It is 35 x 150 feet, and has five floors and basement. The basement is used for tire storage exclusively; the first floor for the wholesale store; the



front half of the second floor is for the company's offices and the balance for storage; the third floor is used for factory purposes; the fourth floor for factory and storage, and the fifth floor for storage. The company purchased the entire stock of the Iroquois Rubber Co., of Buffalo, in 1909, and bought out the jobbing business and stock of the Kelsey Co., of Buffalo, last March. Vim bicycles and Vim tires are to be leaders in the offerings, in addition which the company is the distributor for National bicycles.

## Finds Big Demand for Motorcycle Lamps.

J. E. Henderson, representative of the 20th Century Mfg. Co., Newark, N. J., has returned from a business trip, the success of which indicates a big demand for motorcycle lamps and generators in general, and 20th Century products in particular. For 1911 the company's motorcycle generator is equipped with a new clamping device, and the motorcycle lamps also have been improved. A sample line will be exhibited in the motorcycle section of the New York show in January, in conjunction with the exhibit of F. A. Baker & Co. The back of the motorcycle lamp now is hinged so that the mirror can be easily removed and cleaned.

## BURNING OUT THE HARD CARB

**Schemes by Which the Result May be Accomplished—Water in the Carbureter Assists the Process.**

Many have been the schemes of cleaning the motorcycle-engine cylinders without taking the engine down, but none of the methods so far devised can be said to be a cure-all. A large part of the cylinder wall coating is often made up of road dust which has been taken in through the carbureter and held in suspension by the gasoline and lubricating oil until the latter, after finding a resting place on the cylinder wall, is burned off, leaving the dust as a hard brick-like deposit. No solvent will attack this kind of coating, and the only effective way of getting rid of it is to clean the engine mechanically or by hand. This has the additional merit of being thorough and cleaning those parts which might not be reached by any other method.

A pound of prevention in this respect is worth many times its weight in cure, and much of the wall coating may be prevented by not feeding too much oil or fuel to the cylinders. Considerable of the carbon deposit often may be removed without the use of solvents. The deposit being in the form of carbon will burn if sufficient air to support the combustion is at hand in conjunction with enough heat to ignite it, so that this may be accomplished by running on a thin mixture when the engine is hot. This method may not always be possible, owing to the fact that the walls of the cylinder may not get hot enough to ignite the solid fuel or carbon, in which case a solvent may be used. Some riders have found kerosene injected into the carbureter by a squirt can efficacious, but the walls must not be so hot as to vaporize the kerosene before it has an opportunity to attack the carbon. The action of kerosene in this manner is due to the fact that the lubricating oil has not been burned and holds the carbon particles in suspension on the cylinder walls, and kerosene acts to cut the oil and thus release the carbon.

Other owners have injected plain water into the carbureter in the same manner and obtained good results, the idea being that the water turning into steam and suddenly expanding seems to loosen the deposit and not to cut it. Still another has obtained excellent results by the alternate injection of kerosene and water into the carbureter in the same manner by the use of squirt cans, the result in the cylinder being a combination of the loosening and solvent principles. The use of these methods at the end of the day's run leaves the engine clean and insures easy starting, but care should be taken to feed extra oil at the start of the next trip to prevent the cylinder cutting, as the walls are dry.



## RADICAL CHANGES IN NEW R-S

Flat Belt with Foot Control, and Double Brakes, Mark 1911 Offering—Shock Absorbing Seat Post.

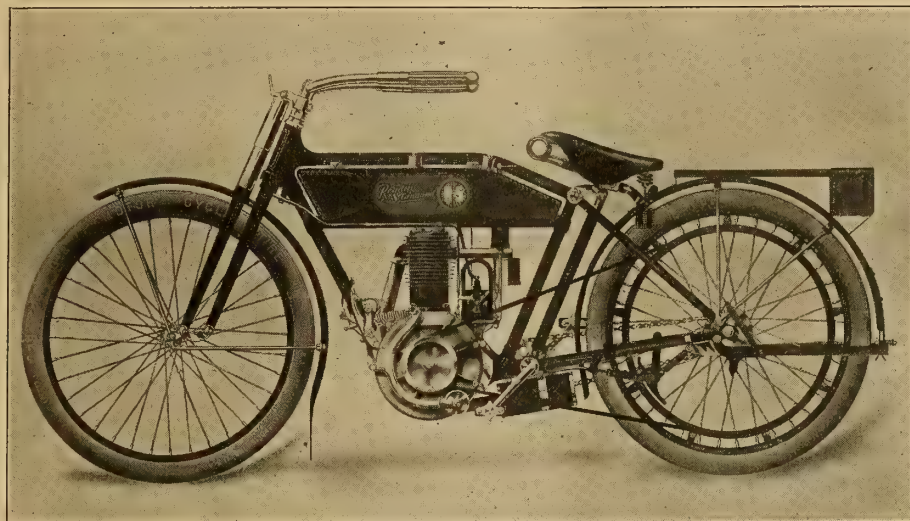
Foot control for the belt idler, ball-bearing engine, two sets of brakes, flat belt drive instead of the V type, and a shock absorbing spring seat post are new and distinguished features of the R-S motorcycle for 1911, which is produced by the Reading Standard Co., of Reading, Pa., in one model of 4 horsepower. The foot control feature is quite radical, a double acting pedal for the left foot controlling the tensioning or the release of a spring-pulled idler, while for the right foot there is a pedal controlling the operation of a brake applying the inner rim of the rear wheel belt pulley. Fixed foot rests in front of the motor, from which these pedals respectively may be worked, are also provided in addition to the customary starting pedals and cranks.

The motor is 3 11-32 bore by 3 15-32 stroke, giving a displacement of 30.16 cubic inches, the cylinder and explosion head being cast in one piece, with double pocket

Perfectly smooth outside finish marks the crank case, which is of aluminum. The bosses of the case bolts are thrown on the inside, and the cases are fitted with an oil gauge glass showing the oil level. The magneto, which is mounted at the rear of the motor, is gear driven and is the Bosch "DA2," ball bearing and held in position

is made by the manufacturer that the motor has less parts than any other motor on the market.

Flanges are provided on the engine pulley, which is leather faced and carries a 1 3/4-inch endless belt. The rear pulley also is flanged. The braces with which it is fastened to the wheel rim are integral with

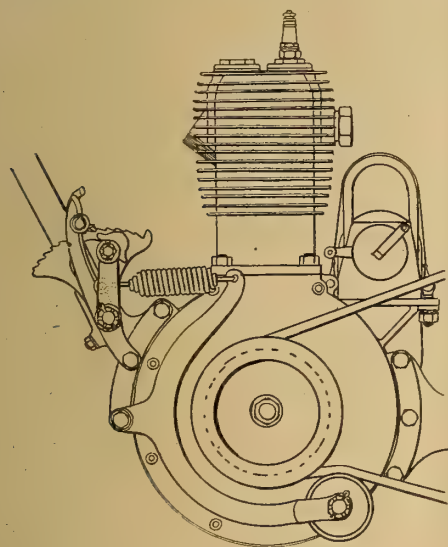


FOUR HORSEPOWER R-S WITH FLAT BELT DRIVE

by a nickel-plated strap which is tightened by means of one nut.

The carbureter is mounted at the rear of the engine, so that the air flow on the

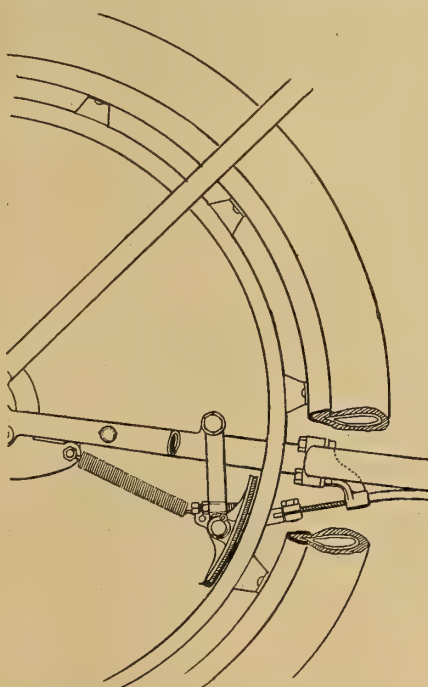
the pulley, doing away with rivets and separate parts. The foot-actuated belt idler or tightener is ball bearing. Tension is held by means of a ratchet and pawl, which allows any degree of tension from an entirely free engine to high-speed requirements. The adjustable foot rests forward



R-S FOOT CONTROLLED IDLER

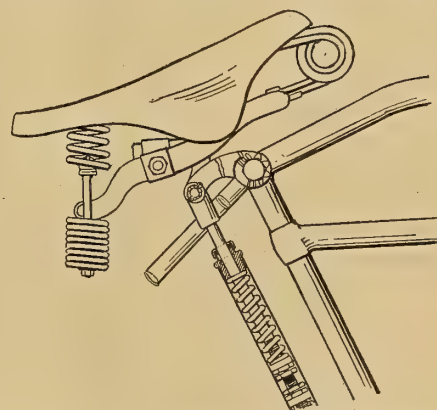
valve chambers. Advanced practice is shown in the machining of the whole inside surface of the explosion chamber, so that it presents a smooth surface, less absorbing of heat and with no minor projections that might become incandescent and cause pre-ignition. The radiating fins are long and numerous. The piston is dome shaped. The fly wheels have the weight chiefly in the rims, giving smooth running.

Two imported ball bearings are used on the main shaft. Both the inlet and the exhaust valves are interchangeable, with heavy stems and the lift rods are provided with adjustments and move in long hardened and ground steel bushings.



SERVICE BRAKE ON BELT RIM

front of the motor is uninterrupted. The mounting of the motor is new, two lugs on the case resting upon corresponding lugs on the frame brackets. Oil is taken directly into the case on the right-hand side, the oil pipe coming down just back of the engine, insuring warm oil in cold weather. There are half as many parts in the 1911 motor as in previous models, and the claim



FRICTION AND SPRING SHOCK ABSORBER

of the engine carry the feet in ready position for the foot control of transmission and brake. The left foot operates the belt tightener in either direction, while the right foot operates the service brake.

The service brake, which is, additional to the regular coaster hub brake, actuated by the starting pedals, consists of a wide shoe lined with Raybestos, making contact with the inner side of the rear belt pulley. From the foot pedal it is connected by means of a steel-wire cable passing through a guide tube.

The spring fork is of the R-S vertical action cushion type, improved and strengthened, the upper bracket being so formed



as to make a lamp bracket. Stops are provided to prevent the fork turning too far. The right grip controls the carbureter and compression release, and the left the magneto advance.

Friction shock absorbing is employed in the seat post, in addition to two internal helical springs which allow the post to have a spring resisted movement. The shock absorber consists of two plates clamped between a spring-steel washer and leather-friction washers, preventing too sudden action and helping to check the rebound.

An emergency reserve compartment is a feature of the tank, which holds 12-3 gallons and 1½ quarts of oil. After the ordinary supply of fuel has been exhausted, the use of the emergency supply may be obtained by tipping the whole machine down on its right side and immediately straightening it up again. Enough gasoline then is provided for eight or ten miles more. This compartment fills automatically and is not controlled by valves.

The wheel base is 55 inches, the wheels being 28 inches, equipped with 2½-inch tires. Numerous improvements and refinements are apparent in the fittings, including the stand, the luggage carrier, the mud guards and the muffler, while the tool box, which is mounted on a special bracket at the rear of the luggage carrier, is lined with felt to prevent the rattling and clanging of tools.

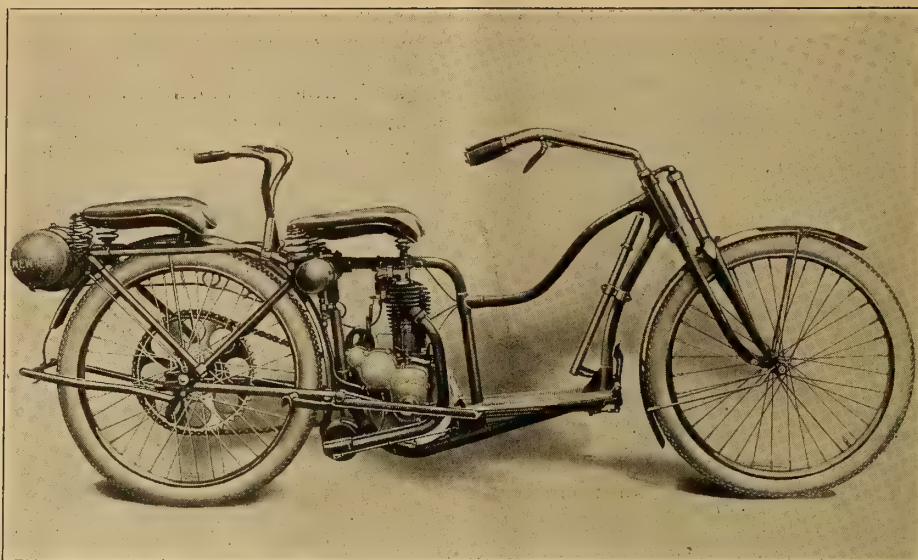
#### Felt Blocks in the Pedal Pieces.

Ever since pedals were invented, rubber has been the only material used for foot blocks, excepting, of course, the rat trap or all metal type, and it has seemed the only logical substance for the purpose. Now, however, a rival and a good one has appeared in the form of felt blocks, which are formed of compressed layers of felt, to take the place of the rubber. Among the advantages claimed for the new material is that it is cheaper, lasts longer, does not chip or peel off, is more comfortable and restful for the feet, and in winter time is warmer than rubber. As yet the new pedal has not been put on the market, but will make its appearance soon.

#### Friction Clutches for Factory Drive.

Dealing almost exclusively with the driving of machinery through friction clutches, a 1911 catalog of 35 pages has been issued by the Carlyle Johnson Machine Co., of Manchester, Conn., giving illustrations of the Johnson clutch, together with a number of factory views. The catalog, which is mailed free to those interested, is larger and more complete than previous ones, and gives special attention to the driving of machinery from line shafting, to eliminate cross belting and countershafts. The lists are very complete, extending to clutch parts, which are numbered to correspond to the numbers indicating the parts on sectional views.

### TANDEM ATTACHMENT FOR THE NEW ERA



Starting the free engine of the New Era with a crank, both riders may be seated when the machine moves off. The luggage carrier can be converted into a tandem attachment by adding seat, spring, handle bars and foot rests.

#### Offset Engines for Motorcycles.

Offset crankshafts or cylinders while quite commonly employed in motor cars as yet have not been widely adopted by motorcycle makers, only a few using this construction. Because of some of the acknowledged advantages which this design contains, it is probable that as greater engine efficiency is sought in motorcycles, offset construction will be taken more into consideration by designers. By an offset crankshaft, or offset cylinders is meant that the axes of the cylinders are not in the same vertical plane as that of the crankshaft. The difference between a motor with an offset crankshaft and one with the crankshaft centrally located is that if concentric lines were drawn from the centers of the cylinders of a motor with an offset crankshaft, the lines would not pass through the center of the crankshaft, but would pass to one side of the center an inch or half-inch more or less and to the right or left as the case might be; and with a centrally located crankshaft, concentric lines drawn from the centers of the cylinders would pass directly through the center of the shaft. Some of the advantages claimed for the offset crankshaft are: Reduced wear on the bearing surfaces of the cylinder walls, connecting rods and crankshaft, and less liability of stalling the engine when running slowly with a high gear ratio.

#### Extracting a Difficult Broken Stud.

The work of extracting a broken stud is hard enough when there is a bit left above the surface to afford a hold, but it sometimes happens that a bolt will break in the hole, making the job of removal doubly arduous. The best way to extract it is to make a slot across the face of the bolt with a cold chisel, and unscrew the offend-

ing part with a screwdriver; if, however, it is too firmly set to yield to the persuasion of a tapping close to the edge of the stud with a center punch and a hammer, and if it is well lubricated with kerosene usually will turn. If this attempt is a failure, the bolt either will have to be drilled out and the shell chipped away with a chisel, or else a hole drilled in the center, a wedge driven into the hole and an effort made to unscrew the obstinate piece.

#### Slipping Cylinders Over the Rings.

If such a gift of nature were possible, three or four hands would seem ideal things to have when one tackles the job of slipping a cylinder over a piston with the rings in place. However, so many helping hands are possible only with two persons, and where one man has to accomplish the work alone, a little scheming to devise substitutes for hands is in order to save one's temper and to avoid breaking the rings. One of the best ways to compress the rings so that the cylinder will slide over them is to wrap a piece of soft wire or strong cord around them before putting on the cylinder. This will hold them in place until the upper edge of the ring slips into the bore, when the wire or cord, having served its purpose, should be cut away.

#### Swenson Post-Cards From Norway.

From far-off Norway B. A. Swenson, the well-known dealer of Providence, R. I., remembered his friends in this country with Christmas cards. He expects to be home in time for the New York show.

It is not advisable to lubricate fiber-band brakes, but if they should become noisy, a little grease makes a better silencer than oil.



**MERKEL IN THREE 1911 MODELS :**

**Spring Frame a Leading Characteristic—  
Improvements in Construction—Magne-  
to Ignition—Enlarged Production.**

Three models are the 1911 motorcycle offerings of the Merkel-Light Motor Co., of Pottstown, Pa., all of the models being the "Flying Merkel." The line includes a 4 horsepower single, 30.46 cubic inches piston

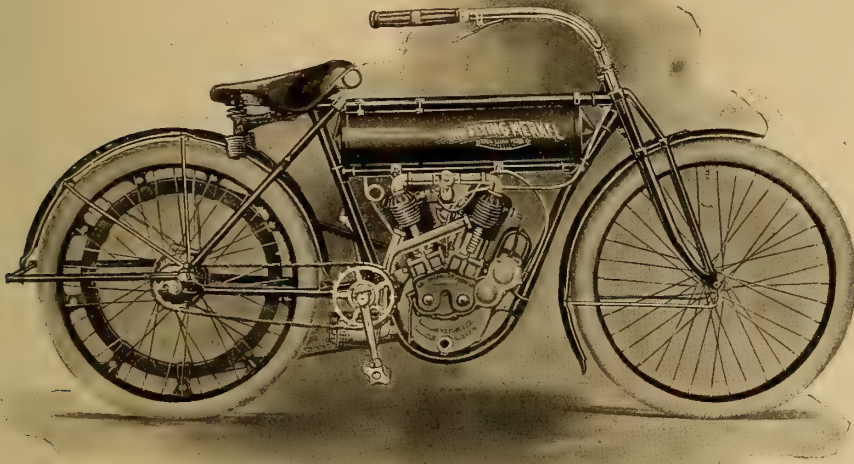
been improved. The band brake has been given added strength, and the flange on the left side of the hub shell, where the brake drum is located, is provided with button-hole spoke holes to permit the removal of spokes without disturbing the brake.

In the twin engines the lower end of the connecting rod has a new type of double row full ring F. & S. ball bearing, while the main crank-shaft bearings, which also are ball bearing, are fitted with a new type

sufficiently heavy to be in little danger of breakage. The oiler has an observation glass to show the amount of oil being admitted to the crank case. An innovation in Merkel lubrication has been introduced in the provision of a system which regulates the oil flow according to the position of the engine throttle on the carbureter, so that the amount of oil is increased or lessened according to the opening or closing of the throttle and the corresponding engine speed. Independent adjustments on high and low speeds, and intermediate regulation give opportunity to compensate for the increased amount of oil necessary for sustained high speed running. An auxiliary hand pump is furnished for those who desire to race, and also provides for quick replenishment of the oil in the crank case should it become drained for any purpose.

Free engine and two-speed gear effects are to be obtained by the use of modifications of the Eclipse clutch and the Kellar & Risque two-speed, which latter applies to the hub of the rear wheel.

During the past summer the Merkel-Light Motor Co. has increased its floor space by the erection of an addition to the present factory extending the full length of the building which is 150 feet. With this additional floor space, together with a rearrangement of the machinery and the addition of new and modern machine-tool equipment, earlier deliveries and larger quantities will be produced than ever be-

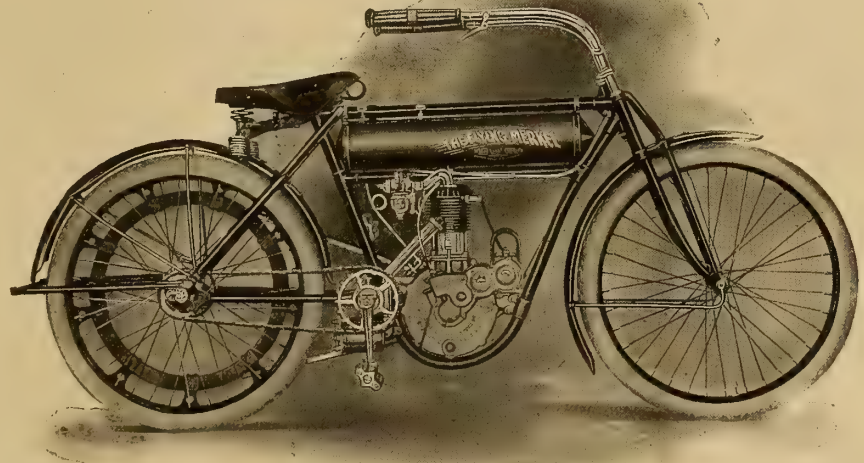


TWO CYLINDER MERKEL WITH V BELT

displacement and equipped with Bosch magneto; a 6 horsepower twin, Bosch equipped, with 53.92 inches displacement, and a 7 horsepower twin, 60.92 cubic inches, Bosch equipped. All the models have V type belt drive, with Shamrock Gloria where rubber is preferred and Wata-Wata or Spartan where leather is chosen. The spring frame feature, which has been a distinguishing point of the Merkel, is contained in all the models, in practically the same form as used in 1910.

At the lower hinge, however, which serves as a connection of the rear forks of the front member of the machine, the design has been altered so that a hardened steel bearing in a high-grade phosphor bronze bushing is employed, and by the use of bushings in both sides of the rear forks it is possible to take up any appreciable wear at that point by renewing the small bushings.

The rear stays in which the main springs for the cushion frame are encased have been lengthened so as to permit the use of longer springs, especially the recoil springs on the top. This is to eliminate any excessive noise and to permit the use of a spring sufficiently capable to ease the shock of the recoil if any unusually large obstruction is encountered. The trussed spring fork, which has been used on the Flying Merkel for the past two years, will be continued practically unaltered, although the method of attaching the handle bars has



FOUR HORSEPOWER-SINGLE CYLINDER MERKEL

of ball separator. An improved fastening has been devised for retaining the inlet valve springs and the control mechanism, while keeping the general characteristics of previous models is given a slight additional convenience by a small latch that is used to hold in position the lever controlling the compression release. The catch can be released by closing the lever, as it drops away from the lever by its own weight.

Glass bowl for the carbureter is an option without additional cost. The glass is

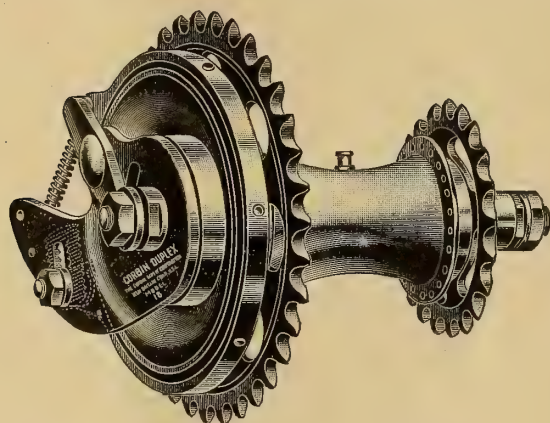
fore in the company's history. Estimates place the company's output at close to 4,000 machines.

**Precaution in Fuel Tank Filling.**

In filling the gasoline tank it always is advisable to leave a little air space so that the fluid will flow to the carbureter more freely. If it should be necessary to fill the tank at night absolutely no other light than electric should be permitted while the filling is going on.



**T**RIANGULAR friction band, fitting a large V-shaped drum; new releasing mechanism outside the brake, and an avoidance of all lever interference with chains—these are some of the features of the new



## 1911 Corbin Duplex Band Brake

**I**n the latest Corbin brake for motorcycles the band, instead of being flat, as heretofore, is triangular, two of its sides being applied to the inner faces of a V groove or channel of the drum, which latter is of larger diameter than in previous models. Altogether there is 50 per cent. more braking surface than in previous models.

### MODEL No. 18, CHAIN DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line (both sides).....	1 15-16 inches
Spoke holes .....	36 and 40

### MODEL 18-A, BELT DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

### MODEL No. 19, CHAIN DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line (both sides).....	2 $\frac{1}{4}$ inches
Spoke holes .....	36 and 40

### MODEL No. 19-A, BELT DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

**Corbin Screw Corporation** New Britain  
Connecticut  
Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

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NEW YORK, DECEMBER 31, 1910.

## Dropping "World's Dirt Track Records."

Hardly a race meet has taken place this year at which someone has not broken a "world's dirt track record" of some sort either for chain, belt or shaft-driven machines, and the performance has been proclaimed broadcast through the press of the country. Why a dirt track record should have any more prestige or standing than one made on any other kind of a track is difficult to understand, but, nevertheless, riders and press agents continue to delude themselves that such is the case, and lose no opportunity to herald such performances to the world.

Inasmuch as there are but few specially constructed speedways or broad tracks in the country, and all present American records have been made on these motor-dromes, it is easy to see that the practically unlimited number of dirt tracks of all sizes and shapes makes the accomplishment of such misleading performances easy. As a result there are dirt-track records for mile, three-quarter and half-mile tracks for singles and twins in such confusing array as to be bewildering to the uninformed.

No one ever thinks of distinguishing between a race held on a macadam, oil, tar or ordinary country road as deserving of

any special classification, and by the same reckoning there should be no distinction as to tracks. The fastest time made, regardless of the nature of the track, is the only record which is accepted and recognized by the F. A. M. and this is as it should be, for the claiming of world's dirt-track records has no foundation in fact. There is no official record kept of performances on dirt tracks since the more modern motor-dromes were built, and when a man claims a dirt-track record, he cannot furnish any evidence that someone else has not bettered his time on some other dirt track.

There is no objection to claiming local track records, provided such an assertion is not made indiscriminately and without regard to previous races which may have been held on the track, for the setting of a track record stands as an exhibition of a rider's skill and prowess and gives him local prestige. However, the expanding of a local record to a world's record is quite another thing, which has a fictitious value, and only serves to mislead the great multitude of uninitiated.

## Uniform Systems of Engine Measurement.

Due to the differences in construction of different makes of machines, complications and objections already are arising in connection with the competition rule requiring that all machines used in successful record trials be measured for piston displacement. These objections take the form that the methods used in measuring some machines do not apply with equal fairness to other machines of different construction. It is obvious that a machine with removable cylinder heads and one with integral heads cannot be measured in the same identical fashion.

The difficulty arises in measuring the stroke, for with the two-piece cylinder with the head removed the measuring instrument may be rested against the inner wall of the cylinder and a true reading obtained, while with the one-piece construction the cylinder must be removed and the piston travel measured against a vertical guide or marking post. With this system there is chance for error, due to the piston tilting, with the result that it may be cocked either up or down a bit at the point of measurement, thus affecting the result. Of course, such a cylinder can be measured for stroke without removing it if there is a spark plug hole in the center of the head, but this also requires a guide of some sort

to prevent the indicating rod from wobbling or assuming an angularity from the vertical. The bore, of course, is easily obtained by the aid of inside micrometers.

Owing to the intense rivalry between the different racing factions and the avidity with which objections are raised upon the slightest ground, it would seem advisable for the chairman of the competition committee to procure a few sets of suitable measuring instruments which could be placed in the hands of referees at racing centers where important tracks are located, so that all machines could be measured as to accuracy by a competent authority and tested from time to time. They should be so built as to be capable of measuring the bore and stroke of any type of engine, and should be kept in the referees' possession at all times except when machines are being measured, which should be done by some competent outside authority. However, all referees should thoroughly familiarize themselves with the use and reading of such instruments.

This seems to be the proper and ultimate solution of compliance with the measuring requirements. Three sets of instruments would not be so expensive as to be prohibitive, and would insure satisfaction to all concerned, as all measurements made with them would be accurate beyond question.

There is one thing that all motorcyclists and bicyclists should know by heart—that is how to handle their machines on the road. They should be familiar with the rules of the road, whether they are written law or unwritten. They should know that another vehicle or person has a right to his share of the highway; they should know on which side to pass another vehicle or person, and which way to turn when being passed or overtaken; they should know what signal to give when stopping or slowing down suddenly in front of another vehicle. When riders become thoroughly acquainted with the rules and courtesies of the highway, they will be concerned in fewer accidents.

During the winter months particularly it is a bad practice to leave a motorcycle standing in a pool of water or a mud puddle. The fact that the water or mud may freeze to the tires and cause damage to them when attempting to restart never occurs to some motorcyclists.



# Coming Events

1910 December 1910

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

1911 January 1911

Sun.	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

January 1, Newark, N. J.—Sociability run of New Jersey Motorcycle Club to Dover, N. J.

January 1, Cleveland, O.—Cleveland Motorcycle Club's reliability run to Akron and return, 100 miles.

January 1, Poughkeepsie, N. Y.—Poughkeepsie Motorcycle Club's 100 miles New Year's run.

January 1-2, San Antonio, Tex.—San Antonio Motorcycle Club's race meet.

January 2, New York City.—New England Wheelmen closed cycle race, for members only.

January 6, Buffalo, N. Y.—Bicycle meet at Sixty-fifth Regiment Armory.

January 9-14, Buffalo, N. Y.—Six day race at Broadway arsenal.

January 12, New York City.—Cycle Parts and Accessories Association's winter meeting at Hotel Astor.

January 12, New York City.—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 15, Oakland, Cal.—Opening motorcycle meet on new Elmhurst motor-drome.

January 16-21 New York City.—Association of Licensed Automobile Manufactur-

ers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City.—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City.—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

January 28, New York City.—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

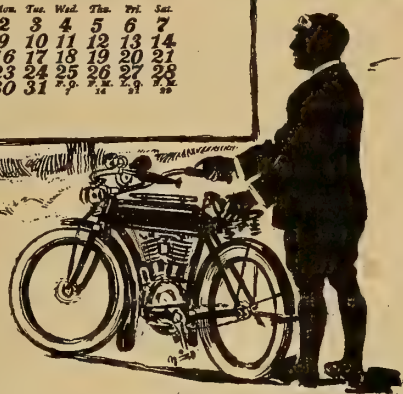
May 8, New York City.—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

## C. R. C. A. Dinner Promises Well.

Although still a month away, the Century Road Club Association's annual dinner, to be given at the Broadway Central Hotel, New York City, on January 28, 1911, promises to surpass previous functions of the association. Sixty tickets at \$1.50 each already have been disposed of, and it is confidently expected that as many more will be sold. The committee having the dinner in charge, consisting of Paul Thomas, 71 Broadway; R. A. Van Dyke, 148 West 129th street, and S. Segal, 100 West 88th street, New York, is working hard for its success, and tickets may be obtained from them. An invitation is extended to all members and friends, and also those interested in cycling. Dress will be informal and an excellent dinner is guaranteed.

## San Antonio Starts the Race Year.

To the live San Antonio (Tex.) Motorcycle Club belongs the honor of opening the racing season of 1911 with a double-



remainder of the indoor season. The races will be held at J. C. Foley's bicycle and motorcycle store, Jerome avenue and 165th street, Bronx, and will start promptly at 8 o'clock. The events are open to members only, and prizes will be offered. It is the purpose of the association to pick a team for inter-club competition, and clubs desiring to arrange team matches can secure dates by communicating with Capt. J. B. Berlenbach, 416 East 88th street.

## New Year's Eve Racing at 71st Armory.

New York bicycle fans whose specialty is armory flat floor racing will have their last opportunity this year to witness their favorite style at the Seventy-first Regiment Armory meet on Saturday night, 31st inst. A two mile open, to be run in three heats, is on the card, and with such artists as Vanden Dries, Fisher, Nerent, Devine and others booked to appear, a battle royal is in prospect.

## Fowler is Utah's Commissioner.

William P. Fowler, of Salt Lake City, Utah, an old professional bicycle rider and a prominent figure in motorcycle circles in the state, has been appointed state commissioner of the F. A. M. by Vice-President A. W. Green, of the Pacific district. Fowler is manager of the sporting-goods department of the Salt Lake Hardware Co., and already has assumed the duties of his new office.

## Buffalo Will Feature Motorcycles.

Great emphasis is being placed by the managers of the Buffalo Sportsmen's show on the display of motorcycles which is to be a feature of the exhibition. The show starts on March 25, and closes on April 1, from Saturday to Saturday inclusive. It will be held at the Broadway Arsenal, Buffalo, N. Y., and Dai H. Lewis, 760 Main street, is the manager.

## English Quarterly Dates Chosen.

Dates for the English quarterly trials for 1911 have been announced as follows: January 28, April 22, July 22 and October 14.

## FAMILIAR NAMES ILLUSTRATED.



header meet on January 1 and 2 on the three-quarter mile fair grounds track which the club has leased until April 1. Several of the best of the Southern cracks, including Arthur Mitchell, Robert Stubbs, Edward Hasha, O. Clark, Cunningham and others, are billed to appear. The club plans to put on several other meets during the first part of the new year.

## Cycle Events at 65th Regiment.

Three bicycle events are on the card for the Sixty-fifth Regiment athletic games, Buffalo, N. Y., on Friday night, 6th prox. They will consist of a mile novice, two miles handicap and two miles lap race. Entry blanks are ready.

## Roller Races for New Yorkers.

To maintain interest among the members during the winter months, the Century Road Club Association, New York City, has arranged a series of home-trainer races to be held every Thursday evening during the



## ACCEPTED MOTORCYCLE RECORDS UP TO DATE

## AMATEUR RECORDS.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 kilo.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 23, 1909	0:28 $\frac{3}{4}$
1 kilo*.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 23, 1909	0:39
1 mile*.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 23, 1909	0:55 $\frac{1}{2}$
1 mile.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	0:42 $\frac{1}{2}$
2 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	1:25
3 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	2:08
4 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	2:51 $\frac{3}{4}$
5 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	3:35 $\frac{1}{2}$
6 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	4:19 $\frac{1}{2}$
7 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	5:03 $\frac{1}{2}$
8 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	5:47 $\frac{3}{4}$
9 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	6:30 $\frac{3}{4}$
10 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	7:14
11 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	7:59 $\frac{1}{2}$
12 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	8:43 $\frac{1}{2}$
13 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	9:27 $\frac{1}{2}$
14 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	10:11 $\frac{1}{2}$
15 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	10:56 $\frac{1}{2}$
16 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	11:41 $\frac{1}{2}$
17 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	12:25 $\frac{1}{2}$
18 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	13:09 $\frac{1}{2}$
19 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	13:54 $\frac{1}{2}$
20 miles.....	M. J. Graves.....	Merkel.....	Los Angeles, Cal.....	Dec. 9, 1910	14:38 $\frac{1}{2}$
21 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	16:17 $\frac{1}{2}$
22 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	17:04 $\frac{3}{4}$
23 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	19:03
24 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	19:53
25 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	20:54
30 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	25:14 $\frac{1}{2}$
35 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	29:20 $\frac{1}{2}$
40 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	33:22 $\frac{3}{4}$
45 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	37:39
50 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	41:49 $\frac{3}{4}$
55 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	46:10 $\frac{1}{2}$
60 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	50:24 $\frac{3}{4}$
65 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	54:32 $\frac{1}{2}$
70 miles.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	58:48 $\frac{1}{2}$
75 miles.....	Robert Stubbs.....	Indian.....	Birmingham, Ala.....	Nov. 24, 1908	1:20:00 $\frac{1}{2}$
80 miles.....	Robert Stubbs.....	Indian.....	Birmingham, Ala.....	Nov. 24, 1908	1:25:19 $\frac{1}{2}$
85 miles.....	Robert Stubbs.....	Indian.....	Birmingham, Ala.....	Nov. 24, 1908	1:30:37
90 miles.....	Robert Stubbs.....	Indian.....	Birmingham, Ala.....	Nov. 24, 1908	1:36:03
95 miles.....	Robert Stubbs.....	Indian.....	Birmingham, Ala.....	Nov. 24, 1908	1:42:03 $\frac{1}{2}$
100 miles.....	M. J. Graves.....	Indian.....	Los Angeles, Cal.....	July 18, 1909	1:27:49
200 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	3:55:20
300 miles.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	5:48:55
400 miles.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	8:12:36
500 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	10:22:36
600 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	13:15:16
700 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	15:25:26
800 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	17:37:31
900 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	19:46:00
1,000 miles.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	22:20:59

\*Made in standing start. (Under the rules the only standing start records recognized are those at distances of 1 mile and 1 kilometer; these distances also and all others are timed from a flying start.)

Time.	Holder.	Machine.	Where Made.	Date.	Mi. Yds.
1 hour.....	Fred Huyck.....	Indian.....	Springfield, Mass.....	Sept. 6, 1909	71 620
2 hours.....	M. J. Graves.....	Indian.....	Los Angeles, Cal.....	July 18, 1909	134 880
3 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	145 587
4 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	204 587
5 hours.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	246 1,174
6 hours.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	300 1,174
7 hours.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 1, 1909	333 1,174
8 hours.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	388 1,174
9 hours.....	Charles Gustafson.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	441 .....
10 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	482 .....
11 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	512 .....
12 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	559 587
13 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	585 .....
14 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	641 587
15 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	677 587
16 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	730 .....
17 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	767 587
18 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	812 587
19 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	862 587
20 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	911 .....
21 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	945 587
22 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	986 1,174
23 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	1,035 1,174
24 hours.....	Charles Spencer.....	Indian.....	Springfield, Mass.....	Oct. 2, 1909	1,093 1,151



## PROFESSIONAL RECORDS.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 kilo.	H. Cissac.		Blackpool, Eng.	July 27, 1905	0:25 $\frac{3}{4}$
1 kilo*.	H. Cissac.		Blackpool, Eng.	July 27, 1905	0:35
1 mile*.	Jacob DeRosier.	Indian.	Clifton, N. J.	July 26, 1908	1:02
1 mile.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	0:41 $\frac{1}{2}$
2 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:26
3 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	2:09 $\frac{3}{4}$
4 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	2:53 $\frac{3}{4}$
5 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	3:37 $\frac{1}{2}$
6 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	4:22 $\frac{3}{4}$
7 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	5:06 $\frac{3}{4}$
8 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	5:51 $\frac{3}{4}$
9 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	6:36 $\frac{3}{4}$
10 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	7:20 $\frac{3}{4}$
11 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	8:05 $\frac{3}{4}$
12 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	8:53
13 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	9:35 $\frac{1}{2}$
14 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	10:20 $\frac{1}{2}$
15 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	11:05 $\frac{3}{4}$
16 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	11:50 $\frac{3}{4}$
17 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	12:34 $\frac{3}{4}$
18 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	13:17
19 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	14:01 $\frac{3}{4}$
20 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	14:45 $\frac{1}{2}$
21 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	15:29 $\frac{1}{2}$
22 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	16:13 $\frac{3}{4}$
23 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	16:57 $\frac{3}{4}$
24 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	17:42
25 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	18:26 $\frac{3}{4}$
30 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	22:06 $\frac{3}{4}$
35 miles.	F. E. Whittler.	Merkel.	Los Angeles, Cal.	Dec. 9, 1910	25:51
40 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	29:49 $\frac{3}{4}$
45 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	33:33 $\frac{3}{4}$
50 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	37:16 $\frac{1}{2}$
55 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	41:00 $\frac{3}{4}$
60 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	44:45 $\frac{1}{2}$
65 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	48:36 $\frac{3}{4}$
70 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	52:22 $\frac{3}{4}$
75 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	56:13 $\frac{1}{2}$
80 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:00:03 $\frac{3}{4}$
85 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:03.55
90 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:07:44 $\frac{1}{2}$
95 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:11:33 $\frac{3}{4}$
100 miles.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	1:15:24 $\frac{1}{2}$
200 miles.	H. Martin.		Canning Town, Eng.	Feb. 15, 1909	4:05:54 $\frac{3}{4}$
300 miles.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	6:06:28
400 miles.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	9:06:25 $\frac{1}{2}$

\*Standing start.

Time.	Holder.	Machine.	Where Made.	Date.	Mi. Yds.
1 hour.	Jacob DeRosier.	Indian.	Los Angeles, Cal.	Oct. 29, 1910	79 1,540
2 hours.	H. V. Colver.		Brooklands, Eng.	Dec. 9, 1909	118 719
3 hours.	H. V. Martin.		Brooklands, Eng.	Nov. 22, 1909	165 936
4 hours.	H. V. Martin.		Canning Town, Eng.	Feb. 15, 1909	194 1,320
5 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	245 640
6 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	294 800
7 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	326 640
8 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	364 1,480
9 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	396 80
10 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	411
11 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	445 1,462
12 hours.	H. A. Collier.		Canning Town, Eng.	May 5, 1909	471 784
13 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	506 1,260
14 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	508
15 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	522 1,590
16 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	566
17 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	599 1,700
18 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	611 330
19 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	648 586
20 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	680
21 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	690 586
22 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	725 1,390
23 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	730 940
24 hours.	H. A. Collier.		Canning Town, Eng.	May 6, 1909	775 1,340

## STRAIGHTAWAY RECORDS—AMATEUR.

Distance.	Holder.	Machine.	Where Made.	Date.	Time.
1 kilo.	Walter Goerke.	Indian.	Daytona, Fla.	Mar. 25, 1909	0:27 $\frac{1}{2}$
1 mile.	Robert Stubbs.	Indian.	Daytona, Fla.	Mar. 25, 1909	0:43 $\frac{1}{2}$
5 miles.	Walter Goerke.	Indian.	Daytona, Fla.	Mar. 24, 1909	3:30 $\frac{1}{2}$

Revised and corrected to January 1, 1911, from the official records of the F. A. M., Competition Committee, Dr. J. P. Thornley, chairman.







## MOTORCYCLE RECORDS IN 1910

Many New Speed Marks Set Up During the Year—DeRosier, Whittler and Graves the Honor Men.

During the year 1910 the motorcycle record table received some pretty hard jolts, particularly on the professional side. At the beginning of the year Jacob DeRosier held all professional records up to 100 miles except the kilometer marks, and his old figures stood until early in May, when he wiped them all out at Los Angeles and wrote a new set on the slate, as well as a new one-hour record of nearly 74 miles. Feeling that old Father Time was chastised enough for awhile, the speed merchants let him alone until early in October, when the fever broke out again, and both DeRosier and Whittler gave the old gentleman another beating. Neither of these performances was allowed, however, because of failure in several respects to comply with the strict rules as to records.

Determined that he would not be denied of his prey, DeRosier immediately planned another attack and, after making sure that all rules were complied with, began the assault at the Los Angeles motordrome on Sunday, October 29. Despite a misty rain which made the track slippery, he eclipsed all previous performances, reeling off 100 miles in 1:15:24 $\frac{3}{4}$ , and doing 79 $\frac{7}{8}$  miles in the hour.

When these records came up for approval, Chairman Thornley put them through a veritable acid test more severe than that to which any other records had been subjected. Sworn affidavits were required from every official connected with the trial, certifying to the time, watches, size of the track, size of the machine and general conditions. On these statements the records were accepted, DeRosier being the first rider to have his records accepted on affidavits, removing all possible doubt as to their accuracy. Thereafter all claims for records must undergo the sworn affidavit test.

Hardly had DeRosier's records passed muster, when Whittler and Graves went out on the same track early this month and wrested a few of DeRosier's laurels from him while he was absent in the East. Whittler went for all professional marks up to 35 miles. He did not get under DeRosier's figures until the 17th mile, but from there to the 35th inclusive, he wiped out all DeRosier's marks.

Graves was the only one to shake up the amateur records this year up to and including 20 miles. Satisfactory affidavits accompanied both Whittler's and Graves's records, and those of both have been accepted. There were no upheavals among either the straightaway or 24-hour records during the past twelve months.

## BICYCLE RECORDS BROKEN DURING 1910

### Professional

#### Paced Against Time

Distance	Time	Name	Place	Date
$\frac{1}{4}$ mile,	:19	S. H. Wilcox.....	Salt Lake City.....	Aug. 28, 1910
$\frac{1}{2}$ mile,	:38 $\frac{3}{4}$	Hardy Downing .....	Salt Lake City.....	July 29, 1910
$\frac{3}{4}$ mile,	:55	Ray Duer .....	Salt Lake City.....	Aug. 28, 1910

#### Paced by Automobile

1 mile,	:58	George Kreamer .....	Los Angeles .....	June 3, 1910
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#### Unpaced Against Time

$\frac{1}{8}$ mile,	:15 $\frac{1}{2}$	A. J. Clarke.....	Salt Lake City.....	June 10, 1910
$\frac{3}{8}$ mile,	1:12	A. J. Clarke.....	Salt Lake City.....	July 8, 1910
1 mile,	1:52	A. J. Clarke.....	Salt Lake City.....	Aug. 2, 1910
2 miles,	4:01 $\frac{3}{4}$	E. A. Pye.....	Salt Lake City.....	Aug. 28, 1910
3 miles,	6:09 $\frac{1}{2}$	E. A. Pye.....	Salt Lake City.....	Aug. 28, 1910

#### Unpaced Competition

* $\frac{1}{8}$ mile,	:37 $\frac{3}{4}$	P. O'S. Hehir.....	Vailsburg .....	Oct. 2, 1910
*2 miles,	3:38 $\frac{1}{2}$	A. J. Clarke.....	Salt Lake City.....	June 7, 1910
4 miles,	8:16 $\frac{3}{4}$	A. J. Clarke.....	Salt Lake City.....	June 7, 1910
15 miles,	33:15	Alfred Goulet.....	Vailsburg .....	Aug. 17, 1910
20 miles,	43:39	Walter DeMara .....	Vailsburg .....	Aug. 24, 1910
25 miles,	54:13	F. L. Kramer.....	New Haven.....	July 14, 1910

### American Amateur Road

#### Competition

100 miles, 5:19:23	Joseph Kopsky .....	Floral Park, L. I.....	Sept. 11, 1910
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#### Unpaced

100 miles, 5:18:22	Joseph Kopsky .....	Floral Park, L. I.....	Oct. 30, 1910
Made inhandicap.			

### Stars Signed for Oakland Opening.

Jack Prince claims to have signed up DeRosier, Balke, Seymour, Graves, Collins, Huyck, the Samuelson brothers and pretty nearly all the other riders worth while for the opening of his new track at Oakland, Cal., which now is set for January 22. It is the present intention to make the opening meet extend over two days.

### JACOB DE ROSIER



Holder of Many World's Motorcycle Records.

### N. Y. M. C. Gives a House Wrecking.

Without any shedding of tears or other manifestations of grief on the part of the old guard who were the only ones present, the New York Motorcycle Club gave up its quarters at 2650 Broadway, after its last meeting there Thursday night, 29th inst. As soon as the meeting was over, those present got busy with the work of dismantling, and before the wondering eyes of spectators in apartment houses across the street, soon had the room looking as if a cyclone had struck it. Furniture was piled up in a corner, pictures, banners and decorations taken down and arranged in a heap, gas fixtures removed and all old literature swept ruthlessly on the floor which was soon carpeted with it. The storm was all over in about five minutes, but it was a howler while it lasted. The new quarters are at 10 West 60th street, a more central location, where most of the members will feel more at home.

Before the house wrecking began some business was transacted. The dues, which had been rather high, were brought down to a more modest figure, and then the matter of contests for next year was taken up. It was decided to hold the annual spring double and single century run to Southampton and Patchogue, respectively, on Sunday, May 8, 1911. It also was voted to put up a handsome shield for the club having the most bona-fide members in the spring century, and in order to create enthusiasm and interest in the contest, the shield will be shown in the motorcycle section at the New York automobile show in Madison Square Garden.



## WOULD ORGANIZE PROFESSIONALS

**Chapple Thinks Cash Chasing Motorcycle Riders Need a Benefit Association— Gives His Reasons.**

Eastern professional motorcyclists and several trade riders who are contemplating switching over to the ranks of the cash chasers next year, which, it generally is expected, will witness a great increase in the professional fold, are being sounded as to their views on the proposition to organize a union or benefit association for professional riders. A. G. Chapple of New York, is the originator of the plan, and while his project as yet is purely in an embryo state, he says he already has received quite a few favorable opinions regarding it.

Chapple realizes that insofar as the manufacturers are concerned, professionals will have a harder row to hoe than any other class, and it is his idea to get them together in an association for their own interests. Inasmuch as he has been in all three classes, he is pretty well informed as to the advantages and disadvantages of

each from the riders' point of view. In outlining his plan and his reasons for proposing it, he said:

"When a rider turns professional he soon finds that it is not such a bed of roses as it has been pictured. In addition to getting machines to ride many trade riders get their expenses and a salary from the manufacturers for whom they ride, but all the professional gets is the use of the machine. Most any rider who is any good can get a machine to ride in races. The professional, however, has to pay his own expenses, and inasmuch as he is riding for money, everybody thinks he is making money by the barrel, so the manufacturer cuts him off the salary list.

"It's a fact, however, that professionals who have any money to speak of can be counted on the fingers of one hand easily. With the measly cash prizes that are put up at present, there is little or nothing left for the 'pro' when he has paid his expenses. At any rate, he certainly cannot live on his winnings alone, and must either have independent means or some other occupation. And I don't know a single one who has more money than he knows what to do with.

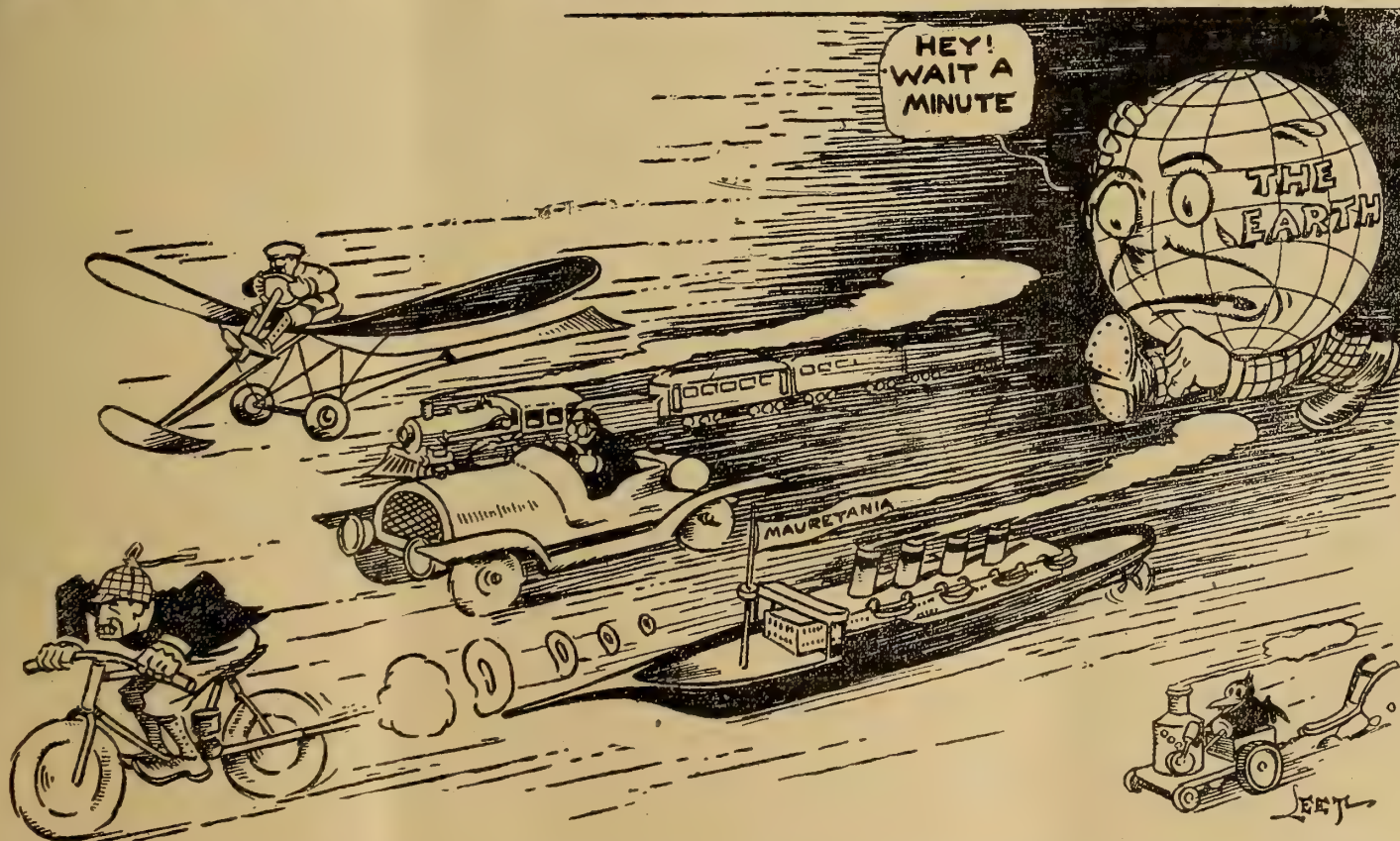
"Now it is my idea to get all the professionals together in a sort of a union or

mutual benefit association. We would have monthly dues, and when a rider got hurt in a race he would get so much a week from the association to help pay his hospital or doctor's bill, just as these factory mutual benefit associations and some lodges do. Then, perhaps, we could induce the manufacturers and race promoters to contribute something also.

"And here is another angle of the plan. If we professionals were organized and would pull together, we could demand better prizes from the promoters and better terms from the manufacturers. As it is now, the latter know that they can get good riders practically for the say so, while the promoters are regular tightwads when it comes to putting up decent prizes, even when they do get good crowds.

"If the professionals ever expect to have any standing and influence in the sport and ever expect to get decent treatment both from the manufacturers and promoters, they have got to get together in an association of some sort and fight for their rights, and the sooner they recognize the fact the better it will be for them. Otherwise they always will be tools in the hands of the makers, to be used as the latter see fit and thrown aside when they have served their purpose."

## Old 1910 Hasn't Been So Slow





## CASH TEMPTS TAMPA CONTINGENT

Christmas Race Meet is a Series of Money Chasing Numbers—Weber and Torres Triumphant.

There is another new crop of professional motorcyclists as a result of the Tampa (Fla.) Motorcycle Club's race meet on the 26th inst., but strange to say their debut as cash chasers was not particularly auspicious, for in the novice race the fastest time of the meet was recorded, a most unusual happening. After the novice was over, everyone apparently became imbued with a desire to get rich quick, for the remainder of the card was composed of professional races.

Charles Weber and Carl Torres made a clean-up between them, each taking two firsts, while the former had a little the best of the places. In the five miles novice, John Marsicano led for two miles, when Weber went to the front and forged ahead, winning by an eighth of a mile, with Marsicano second. Weber averaged 1:13½ per mile, the best time of the meet. Carl Torres won the seven miles professional easily, after an uninteresting chase. The race really was over in the fourth mile when Torres caught Nelms.

Two starts were required for the 15 miles open, the feature race, as the men got away to a false start the first time. Nelms took the lead, but soon was forced out by Torres, and Weber also closed up and pushed Nelms back another notch. This order continued until the tenth mile, when Torres' machine quit and Weber headed the procession. He stayed there to the finish. Marsicano managed to crowd Hanna out for second place. Everyone had a turn at leading in the mile open, but the winner evolved in Torres, Webber being runner-up.

All of the races were run with flying starts, and there was but one mishap. Dupuy and Shackleford came together in getting away for the novice, but they escaped injury. Two thousand spectators, among them some 50 motor-car parties, attended the meet.

### Summary:

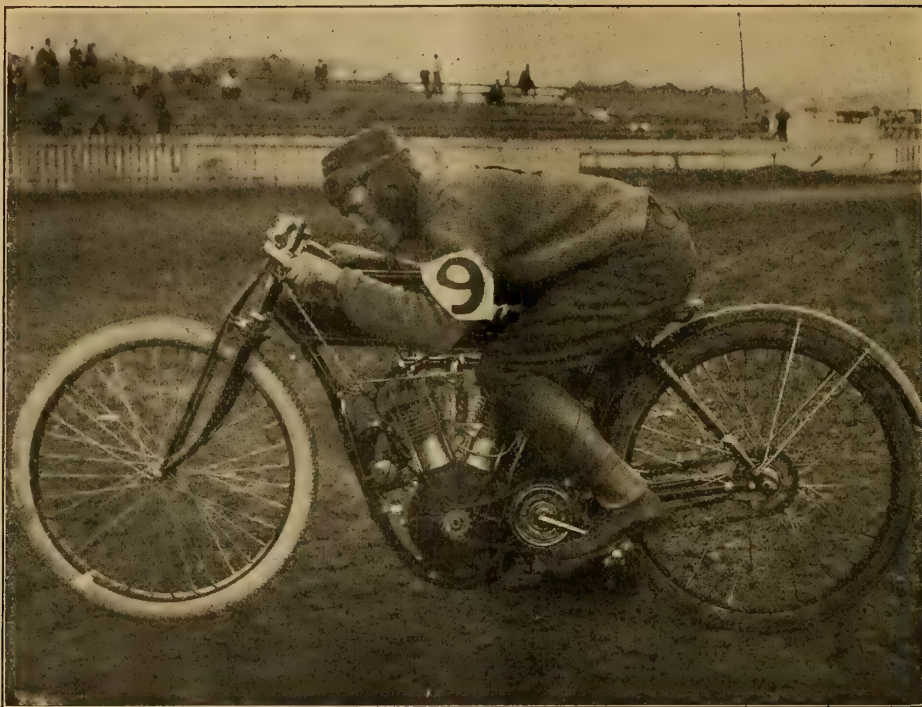
Five Miles Novice—Won by Charles Weber, Excelsior; second, John Marsicano, Thor; third, S. E. Shackleford, American. Time, 6:07½.

Seven Miles, Professional—Won by Carl Torres, Harley-Davidson; second, Frank Nelms, Indian. Time, 10:54.

Fifteen Miles, Professional—Won by Charles Weber, Excelsior; second, John Marsicano, Thor; third, Joseph Hanna, Indian. Time, 20:17.

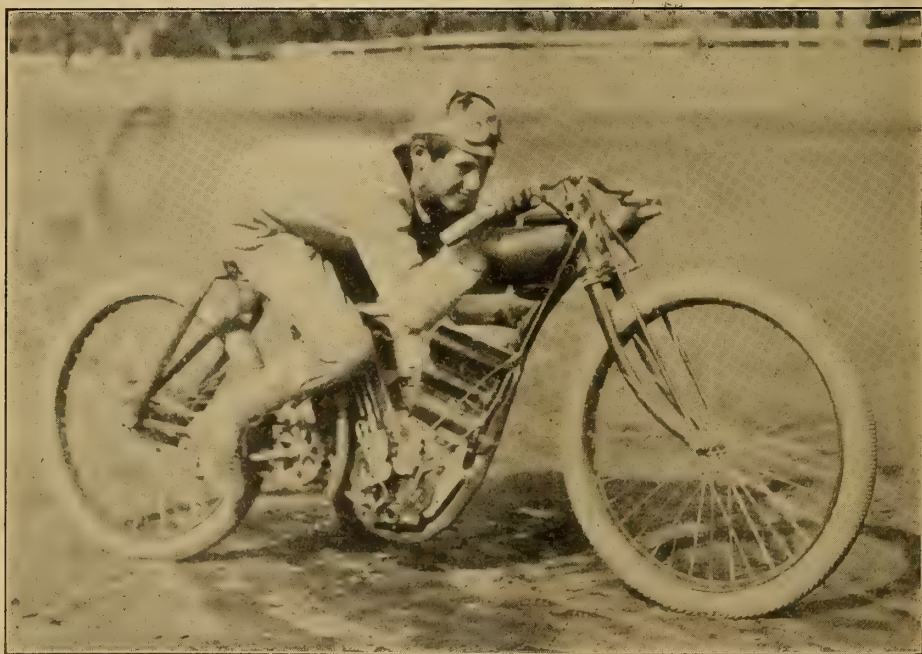
One Mile, Professional—Won by Carl Torres, Harley-Davidson; second, Charles Weber, Excelsior; third, Joseph Hanna, Indian. Time, 6:51.

## TWO OF SAN ANTONIO'S SPEEDY TRACK RIDERS



REX D. WICKWIRE

Motorcycle racing at the International Fair races at San Antonio, Texas, developed a number of daring track riders, whose performances thrilled the enthusiastic crowds. Rex D. Wickwire, on an Indian, was the bright star of the events, winning all six of the races in which he started. O. Hikens also emerged as a fast track man.



O. HIKENS

### Savannah Club May Build Track.

Important questions will come up for action at the January meeting of the Savannah (Ga.) Motorcycle Club, among them the proposition to build a mile track for races and the erection of a new clubhouse at Isle of Hope, a popular summer resort a few miles outside the city. With such an ideal speedway as the Grand Prize race course available, it may seem a bit strange

that the club should want to go to the expense of building a track, but while the road races which it has held over this course have been successful, it seems to be the general opinion of the members that the length of the course, 17 miles, is too long to give the spectators continuous action, hence the suggestion to erect a track where the men always would be in sight of the crowd.



## Straight Talk From a Rider-Physician

My waiting room being pretty well supplied with current magazines, conspicuous among them being motorcycle magazines, it is natural that the more observant and more inquisitive among the patients who have the misfortune to constitute a part of my office practice, should inquire: "Doctor, do you ride a motorcycle?"

Immediately I throw out my chest, and, with unblushing candor, I reply, "Yes, I do." I quickly follow up my advantage by answering two more questions, forestalling them before they had time to materialize into audible sound waves. If the patient is not himself (or herself) a motorcyclist, you can guess what the questions are. Question number one is thus answered before it is even asked: "No, I do not ride an Indian, though I consider it to be a fine machine." Question number two is answered as follows: "No, the vibration is neither unpleasant, nor severe, nor deleterious; on the contrary, what little vibration there is, is beneficial to the ordinary person."

One question naturally leads on to another. Granted, then, that motorcycling is a beneficial instead of a harmful sport to a person in normal health, what about the surgical aspects of the proposition? Well, compared with aeroplaning, footballing and polo playing, it is about as dangerous to life and limb as is playing a game of ping-pong with Cousin Alice on a rainy Sunday afternoon. I can positively state that the income of the practicing surgeons in this country has not materially increased since motorcycling has come into vogue. Whereas it is a curious but undeniable fact that many a tamer sport, such, for instance, as turning the starting crank of an automobile (chauffeur's fracture), and clicking the keys of the typewriter (typewriter's neuritis), has caused many a doctor to look more cheerfully and more optimistically on the broad vistas of life and to be not displeased at his choice of professions.

Speaking seriously, and from personal experience, motorcycling, as a pastime and a sport, is decidedly healthful—to the motorcyclist; what the nervous pedestrian thinks of this statement—well, that's a different matter. Ridden to excess, or used in racing, either on the track or on the highroad, the motorcycle becomes an instrument of danger to health, life and limb, but there are few manly sports in existence today of which the same cannot be said. Even croquet, if played to excess, may cause a painful condition of the muscles of the back, resembling lumbago! As a physician, therefore, I would admonish all motorcyclists to limit their ambitions to the plain, ordinary, common or garden variety of rid-

ing, happily designated by the word "touring."

Now, let us analyze, in a broad-minded, unprejudiced manner, some of the pros and cons of motorcycle touring as practiced in this community. First and foremost, and ahead of everything else comes that fly in the ointment—that terrible, nerve-racking, bone-breaking, pitiless monster—vibration. Aside from the open muffler nuisance, vibration seems to be the one best bet of the anti-motorcyclists' arguments the world over.

How much vibration does the ordinary rider get during a day's touring around a city like New York, for instance? Very little, if any. Here and there, over a rough piece of road, little Willie does undoubtedly have his "innards" shaken up a bit. Does it do him any harm? Well, not so you can notice it. On the contrary, if Willie is a young man in ordinary, normal health, it does him a great deal of good. Witness the vibration institutes scattered broadcast over our fair land. Witness the "vibratory-massage parlors" similarly scattered. Witness the factories devoted to the manufacture of that modern panacea of all ills—the vibrator. If vibration were a dead issue, wherefrom, I ask you, would these knights of the vibrator obtain the necessary cash to pay the rent. Believe me, aside from Christian Science and Radway's Ready Relief, vibration is one of the greatest blessings we have at our disposal.

How does motorcycle vibration contribute to the health of the rider? In plain words, it mildly stimulates the normal functions of the body. It stimulates the circulation of the body fluids, thereby stimulating the organs which are continually bathed by these fluids. his mild stimulation combined with the exhilaration, both mental and physical, induced by the outdoor air, the change of scenery, the rapid progress of the machine itself, the joyful detonations of the exhaust, and so on ad infinitum—all these factors make for the conservation of the rider's health and happiness.

The second much vaunted and loudly proclaimed objection to the motorcycle from the sanitary point of view is dust. Well, I admit that the inhalation of much dust is not conducive to the health of the rider. But, luckily for us, nature has provided us with a protective apparatus—the nose, an organ which has two great functions to perform. About one-tenth of the interior of the nose performs the duties of smelling; the other nine-tenths that of sifting the air of its impurities, allowing only the purified air to reach our lungs. I think I can safely say that very few, if any, motor-

cyclists can lay the blame of any of their bodily ailments against dust, provided they keep their mouths tightly shut and lay in a good stock of handkerchiefs before starting on a trip. These handkerchiefs should be used to blow the nose, not to clean the mud off the driving chain.

Another grave objection to dust is its effect on the membranes of the eyes. This can be dismissed with two words: "Use goggles!" Dust deposited on the skin and in the scalp can do no harm, especially if your flat is provided with running water and a cake of soap.

Among the minor bodily discomforts of the sport may be mentioned the strain on the various muscles of the body after prolonged and consistent riding. This strain varies greatly in different individuals and at different times in the same individual. It is a concomitant of nearly all sports and pastimes, and can be dismissed in this case in three words: "Take a rest!"

Several riders have spoken to me of a peculiar "catch" in their fingers after a prolonged ride; that is, when the hand is shut some of the fingers remain flexed on the palm when the fist is opened. This, of course, is due to the constant manipulation of the handle grips, especially if they do not work loosely enough, causing a mild inflammation of the tendon-sheathes that actuate the affected fingers. The best thing to do with this condition is to forget about it during office hours and rub in some horse liniment before retiring, thereby cheating the family doctor of his much-needed fee.

Now, let us look at the other side of the fence. What are the contra-indications to motorcycling? In plain words, who should not ride a motorcycle? It stands to reason that people who are not in good normal health should refrain from indulging in the sport. Any disturbance of the health from corns to heart disease which could possibly be unfavorably influenced by the bodily exertions induced by the sport should act as a bar to motorcycling until such a disturbance is permanently cured. But even then, no man or woman whose bodily functions are not in normal working order should attempt to ride a motorcycle until the examining physician has given his consent to his patient to do so.

There are a great many minor ailments of the body for which motorcycling is of the same benefit as any other form of exercise could be in the open air. There are, however, a host of more serious ailments that this form of exercise could only aggravate.

Speaking, as I am, chiefly to the young man, I would strongly caution the sufferer



with venereal disease to keep off his motorcycle until a competent physician has given him a clean bill of health. Disease of, or disturbances in the functions of the urinary and genital organs are strong contra-indications. Of course, major disturbances of any organ or organs rule out the motorcycle; but I am constrained to mention the above class of disease chiefly on account of the ignorance which prevails among younger men regarding their treatment and the general conduct of the patient while he is afflicted with venereal disease.

However, a truce to the darker side of life! Looking over the whole catalog of sports and pastimes in the open air, I make a cross opposite the motorcycle, and say unto you: If you are blessed with normal health and want to keep it so, ride a motorcycle. But always bear in mind an old German saying: "Was zu viel, ist ungesund." (Anything done in excess becomes unhealthy).

FRED WISE, M.D.

#### Easy Starting With the Magneto.

Though easy starting with the magneto depends to a certain extent on the adjustment of the carbureter, the secret usually is in having the proper sized gaps at the spark plug. Any motor may be so adjusted that it can be started without serious difficulty on the magneto. A magneto wrench usually will be found in the tool equipment or else may be obtained from the magneto maker, and on this wrench there will be found a gauge for setting the auxiliary spark gap on the magneto. When this gauge is available the spark plug gaps should be adjusted to exactly this size, care being taken to see that all are precisely alike. If no gauge is included on the tool kit, adjust the gaps to 1-64 inch—no more, no less. If the throttle then is opened about one-quarter and the spark advanced to that point which previous experience has proven to be productive of the best results on level roads, the motor will start if it is "spun" over once or twice by a sharp kick of the pedals. The spark should not be retarded as is the case when starting with batteries, but should take place as near the top of the stroke as possible in order to get the maximum efficiency of the magneto.

#### Facilitating the Engine Start.

Much unnecessary racing and clattering of the engine in starting is due to carelessness and lack of thought, and can be avoided by the use of a little common sense. The best way to start an engine whether it has a clutch or not is to turn it over rapidly a few times with the throttle wide open and the ignition cut off. This will put fresh charges of gas in the cylinders. Then close the throttle to normal position, switch on the spark and give the engine a short sharp kick either with the pedals or hand crank. This method will be found easier than pedaling or cranking until one is winded, and also will prevent the engine racing.

## MOTORCYCLE AS A MILITARY AID

### Wisconsin Annual Encampments Have Unique Courier Service—Odell Shows What Machine Can Do.

Additional spirit has been given to the annual military manoeuvres of the Wisconsin National Guard, at Camp Douglas, in the last four years, by the introduction of a motorcycle into the proceedings, an introduction which has been brought about by the enthusiasm of Lieut. F. T. Odell for the machine's possibilities in war operations. Odell, who hails from Monroe, Wis., and rides an Indian, was detailed for courier service on his machine at the yearly encampment four years ago, and the results were so astonishing that Odell now receives orders each year to report for courier duty.

Under the old system a half-dozen couriers on foot were engaged to carry messages from one point to another, and this admitted of but slow results at the best. When the motorcycle took up the work, Adj. Gen. C. R. Boardman was so pleased with the change that he at once permanently engaged Odell as assistant to Colonel McCoy, inspector of small arms practice.

"Imagine, if you can," says the historian of the Redskin Motorcycle Club, of which club Odell is the "medicine man" and a leading member, "a line of men far out on the range making a brilliant record at target practice. An officer, dressed in riding costume, stands behind the line with

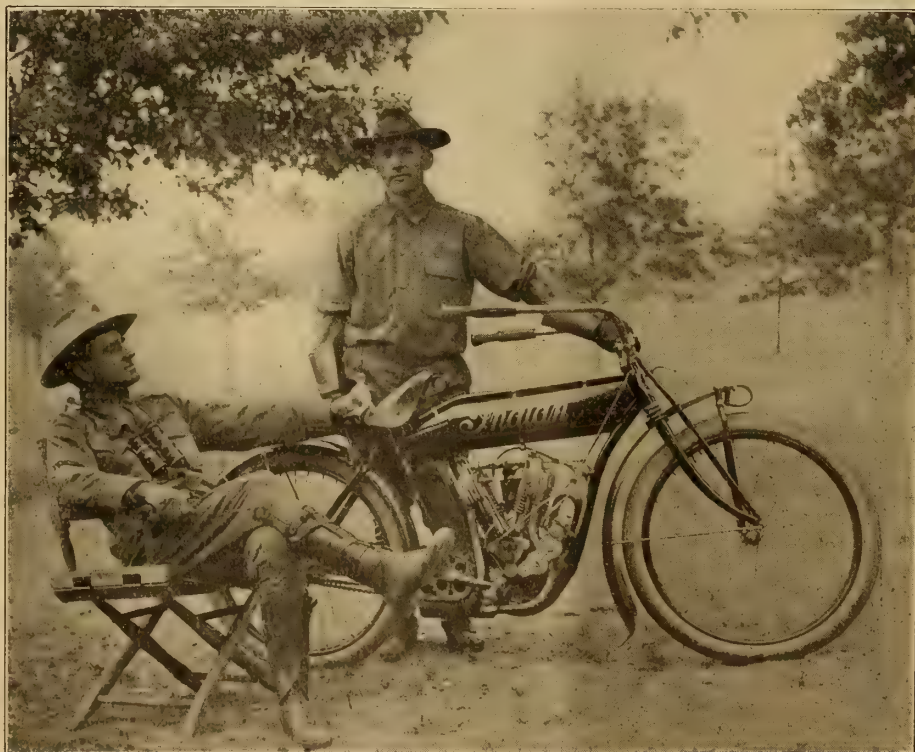
his motorcycle. A report of records is thrust into his hand. In a moment he is mounted and is off to headquarters. Have you ever seen 'Buzzer' Odell ride? Not in the city, for the law will not allow him to ride as he would like. But on the range it is different. He, like the man on the firing line, has a record to make. Here the moments count, but he has the goods to annihilate space.

"A purr of smoothly-working machinery, a cloud of dust and he is gone. A few moments later the telegraph instruments at headquarters are ticking madly, and what has been done far out on the ranges is in the hands of the newspapers all over the state.

"Those who have been at Camp Douglas know what sort of riding one has to do to get over the reservation. There is some good going, some swampy land and an endless amount of sand. Yet through it all Lieutenant Odell has never failed to get to his destination in marvelous time."

#### Limited Lubricant for Drive Chains.

One of the things to be looked out for in oiling motor driving chains is not to over oil them, particularly the long chain to the rear wheel. When the wheel is revolving fast, any excess oil on the chains or rear sprocket is thrown out by centrifugal force, and is likely to find its way between the brake band and drum, and render the brake less effective. At the first opportunity all oil and grit should be washed out with a squirt gun loaded with gasoline. Many experts contend that drive chains need no lubrication at all, and that they will run satisfactorily if run perfectly dry, but this view is not general.



LIEUTENANT F. T. ODELL, AND HIS COURIER INDIAN.



## Encountering the "Original Motorcycle"

One Saturday afternoon as I was tenderly going over the frame of my beloved two-wheeler with a bit of cotton waste, preparatory to a little spin up the boulevard, my attention was attracted by a weird, irregular put-putting, which seemed to emanate from the street in front of my domicile. Then, after two or three choky coughs, something like the last wheezes of a spavined skate, the noises subsided. Naturally my curiosity was aroused, so I hied me forth to investigate, and an instant later was feasting my orbs on what appeared to be the Original Motorcycle. An acquaintance of mine was just leaning this battle-scarred veteran up against a post—which position seemed highly appropriate—and as he turned to greet me, a proud smile illuminated his beaming countenance.

"Am I to understand," I feebly gasped, "that you are the bona-fide owner of that—er—er—machine?"

"Your deductions are perfectly correct," he assured me and in his voice was all the pride that a doting dad would be expected to display while referring to his first-born.

I did the only thing possible under the circumstances, which was carefully to examine the thing. Its most prominent characteristics were a total lack of all springs, in the forks or elsewhere; absence of mudguards, a bicycle saddle about the size of an anti-pain pill, and a vast superfluity of all kinds of wire. Power was transmitted (?) by an antediluvian rubber V somewhat smaller than a lead pencil. Two cute little levers down near the axle of the front wheel, appeared to be the only means whereby the speed of this wonderful Pegasus could be curbed.

"What do you call it?" I presently inquired—"a motorcycle?"

"I believe it has been so termed in the past," he rejoined, seemingly piqued at my scanty enthusiasm.

"Then it must have been in the very dim and distant past," I volunteered. "And what's this particular chunk of wire for?"

"I pull that when I desire to release the compression for starting."

"I see. Would you mind giving a demonstration?"

"Certainly not," he responded politely, and, pulling up on the wire, he ran the thing along on the ground. Again were my ears saluted by the strangely fantastic sounds which had at first alarmed me, when with a vault resembling in grace the efforts of a nervous cow to dodge an on-coming disciple of DeRosier, he landed on the leather pad called a saddle. By and by he returned, making a noise like the anvil chorus run amuck.

"Come on and take a ride," he called gaily.

Not without misgivings I shoved my magneto single out to the road.

"Where shall we go?" I asked.

"The new pike's in good shape for a way," he answered, "and I want to try my machine on the hills."

"Hills!" I cogitated. "Hills! He wants to try his machine on the hills!"

But we started. His poor old rack banged along somehow until we came to the first slight rise, at the very aspect of which it sighed a pathetic little sigh and paused to rest like a heart-broken mule.

"What seems the matter?" I queried, chugging back.

"How should I know?" he snapped testily. "I've only had it a couple of days. You claim to know it all; you find out what's the matter," and he pushed the decrepit brute over at me.

"Even a doc needs to know something about his patient before he gives a diagnosis," I returned mildly, "but from the symptoms I judge your carbureter has the pip, though it may be due to anaemic batteries."

"Well, why don't you get busy and fix it?" he growled with a pleasant smile.

"As a maker of your machine failed to provide it with a stand," I retorted, "you'll have to adjust the carbureter while riding. I often do that in order to find the best mixture. Get your steed galloping and then juggle with the air valve until you catch it."

"You mean that I must steer with one hand and monkey at the carbureter business with the other?"

"Prexactly."

"Here! you do it."

"No—er—thanks; my life insurance policy is too small to make it safe for me to ride that antique of yours at present. I beg you to excuse muh."

We tried to coax it with kind words—and the other kind, too—but there was nothing doing until we started back towards town. Then it went along, though protestingly. Finally we met another motorcyclist a new rider, who was trying out a 5 horsepower twin which he had recently purchased. After the formality of introducing ourselves all around he suggested a ride up the pike.

"We've just tried it," I explained, "but my friend here couldn't get over the first wrinkle."

"Let's tackle it again, anyway," was his reply, "and if he gets stuck we'll yank him up."

Accordingly we set forth and for a won-

der the never-was pipped along, more or less intermittently, over the first acclivity. It didn't finally resign until half way up the big hill. Then its fond owner pushed it up the rest of the way, while the twin and myself waited at the top.

From there on the hills were few in number and easy in slope, and the pitiful old wreck tried to show its appreciation by limping along at a good brisk rate—about 11½ m. p. h. It actually went eight miles with only six stops for rest, but at length in the midst of a reach of muddy, slippery road, its feeble torch of life peacefully flickered out, leaving us in darkness.

"We'll have to tow him in," was the verdict of our friend, after a half hour of tinkering had failed to produce a single kick from the dead engine, and, seeing a farmer regarding us from his doorway, he bellowed, "Got any rope?"

"What kinder rope?" floated back the answer.

"Oh, anything from hawser to wire cable."

The son of toil disappeared, presently to return with a small ball of twine! But we finally managed to secure twenty-odd feet of clothes line and prepared to tow. I had to try it first, having had experience in towing a bicycle, and if my single proved not powerful enough we planned to resort to the twin. The owner of the latter was to help shove the relic, while I frantically pedaled my machine into a chug-chug. None of us had brains enough to think that it was necessary to take the belt off the motor we were towing.

The program went along all right until we came to a slight rise, where the power gave out. We pushed to the top and started again. A bad, slippery place came in sight, and I shouted a warning. I succeeded in ploughing through safely, and was just turning on a little more juice when there came a fearful crash from behind me. I shut off power and glanced over my shoulder just in time to see the owner of the junk pile taking a flying glide over the handle bars and caressingly jam his face into about five inches of muddy mud.

"Horrors!" I gasped. "He's a goner," and I rushed back to assemble the pieces. The twin rider appeared from the rear at the same time. Owing to the extremely squashy condition of the road, injuries were not so bad as had at first seemed likely, though they were bad enough. The towee's face was a sight, with the pleasing combination of blood and mud, and as to the poor old machine—words fail me. The rider, however, showed his spirit and love of the game by asserting his readiness to con-



tinue the towing proposition as soon as we had converted the chaos of twisted rods and wires into some sort of order, and as soon as he had recovered a chunk of his left ear, which had carelessly lost itself in the mud.

One or two more trials clearly showed that I couldn't tow him. The twin tried it and could do no better. Then and then only did we realize what the trouble was; we had failed to note the vast amount of power wasted through towing with the trouble plant of the relic still connected to the rear wheel. After attending to that matter our troubles were over, but it had taken us nearly two hours of the hardest kind of work to learn the lesson. The muscular exertion spent in starting that outfit those many times, if converted into mechanical units of work, would have furnished power enough to make Glen Curtiss' wonderful press agent record look like water in the gasoline.

Three days after, while reading up on the latest motorcycling dope, I again heard those funny noises which I had so well learned to recognize.

"Come on for a ride," invited my friend of the ancient mount, as I answered his peal on the bell. I noticed that he was sporting a black eye which continued down out of sight below his collar.

"Sorry, old chap, but I can't do it," I lied serenely. "My rear tire picked up a shingle nail this morning and I haven't had time to fix it."

GEORGE M. JOHNSON.

#### "Line-Up" Marks for Assembly.

Before dismounting carbureters, inlet valves, domes or exhaust tubes, it is a wise plan to make register or "line-up" marks on all parts that fit into each other, so that when they are being replaced they may be placed in the original relation to each other, insuring easy fitting. For instance, before taking off an inlet dome, a mark with a punch should be made on the base of the dome and the edge of the port on the cylinder head into which the dome sets, these marks being in a line with each other. Then when the parts are reassembled, they easily can be adjusted to their former positions, without fussing and trying in order to have the inlet pipe line up tight. If the latter does not fit square, there are liable to be air leaks, causing weakening of the mixture. In the case of a twin, if the domes are not marked and difficulty is experienced in lining them up when replacing them, the job can be made easier by lining them up with a rule laid across the necks of both. Handlebars, stems, and seat posts, as well as many other parts that are adjustable, may be marked in the same way to advantage.

Never run with unduly slack chains; if the pedal chain were to come off, the brake would be useless.

## HUMAN SPARKS THAT START FIRES

### Explosions Caused by Finger Tip Emanations of Static Electricity—A Little Known Danger.

While it has been known for some time that certain people are able to accumulate within their bodies, or rather in the skin of their bodies, a sufficient amount of "animal"—or static—electricity to cause a visible spark to be given off under especially favorable atmospheric conditions, no one hitherto has connected the discharge of such static sparks with the great number of "mysterious" fires occurring in garages,

taken against such an occurrence, Mr. Tolman calls attention to the fact that a great deal of gasoline is permitted to spill over the floor of a garage, either by having the cans too full or by careless pouring of the liquid. Thus wasted gasoline evaporates in due time and lingers in the atmosphere close to the ground for a considerable time, mingling with the air and forming dangerous explosive mixtures. The strictest regulations as to smoking, dropping of matches upon the floor, etc., cannot obviate the possibility of static sparks being given off by any one of the dozen or more people continuously moving about in a big garage and igniting such explosive mixtures.

Mr. Tolman was moved to publish this bit of information by the recent factory fire in Newark, N. J., in which twenty odd lives were lost. The fire was caused by the flaming of a can of gasoline which stood open in the shop, and the ignition is said to have been accomplished by a "static" spark, as no fire or flame of any kind existed in the room previous to the ignition of the gasoline.

While the peculiar possibilities of static electricity have been known for many years to scientists and to people who have had to do with electrical machinery, it has not been generally realized how dangerous these small sparks may become when conditions are favorable. It aptly is illustrated by a fairly well-known parlor trick which consists of lighting the gas by static electricity. All that is necessary is to shuffle one's feet rapidly a few times over a carpet, then to open the gas cock and hold a finger near the jet. A spark of from one-half to three-quarters of an inch long immediately will jump from the finger, and it is sufficient to light the gas. It seems odd that this familiar trick should not before this have been held responsible for fires and explosions, and it is not so remarkable that finally an explosion has been traced to its effect as that, with the great number of static sparks given off daily in chemical factories, powder houses and dry-cleaning establishments where benzene and gasoline fumes continuously fill the air, there are not daily accidents solely due to this particular form of electricity.

It would be difficult to suggest a remedy which could be relied on to be effective against discharges of static electricity. There is little danger of visible sparks occurring except between the fingers, knuckles and other projecting parts of the body, on one side, and metallic conductors—usually water, gas or steam pipes—which lead into the open air or the ground, on the other side. Wherever such "conductors" do exist, however, the possibility of "sparking" is always present, and the only safety devices would consist in effective and proper ventilation, a ventilation which also includes the part of the atmosphere nearest the floor, where the heavy gasoline vapor usually lurks.



powder mills, benzine establishments, chemical factories, etc. It seems, however, that a fire may well be started by such a static spark, entirely without the knowledge of the person responsible for it.

W. H. Tolman, one of the directors of the American Museum of Safety, is the author of the assertion and, as the result of a series of investigations, declares that when the temperature of the atmosphere surrounding such a susceptible person is just right, when the humidity has reached a certain degree and metallic objects of high conductivity are in close proximity, a spark will jump from the projecting finger, elbow or knee to such metallic conductor. Given the presence of gasoline vapor near the floor of a garage, where it is indiscernible to the olfactory organs, a spark jumping from the knee or foot of such a "statically charged" person to a steam radiator or a water pipe may cause a most disastrous explosion, much to the mystification of the people present at the time, all of whom are able to swear that no "fire of any kind was in the room when the explosion occurred."

Commenting on the precautions to be



## IN TWENTY-FIVE STATES ON A BICYCLE

Major Edward A. Weed Tells of His Remarkable Tour of 8,000 miles, which Commenced Over Two Years Ago and Was Recently Completed—Adventures on the Way.

Eight thousand one hundred and forty-five miles on a Racycle Pacemaker in 18 months and 25 days, in 25 states is my bicycle record of a ride across Uncle Sam's big ranch, and nearly 3,000 miles more yet to go in California and Oregon.

Starting from New York City, May 28, 1908, a leisurely course was taken through the New England states of 1,400 miles to Portland, Maine., July 17. The next day my trusty Racycle Pacemaker was headed westward, and going through the eastern part of New England, 600 miles brought me to New York, Aug. 7, having traveled 2,000 miles in that trip. Aug. 18 I left New York City, bound for the Pacific Coast. Dec. 23, 1909, found me at Estrella, San Luis Obispo county, California, and my cyclometer indicated that I had ridden 8,145 miles in all.

The altitude has been from sea level to 9,260 feet above, and changes in temperature from 10 below zero to 121 above. Much of the road was fine, but some of the difficulties of wheeling have been rain, snow, head winds, mud, sand, rocks and mountains.

Many a river I waded across, letting my clothes and shoes dry on me by continued travel. Though thoroughly drenched with rain by night and day on numerous occasions, I was not injured in any way, not even taking cold.

Not a sick day on the whole trip, but perfect health all the time, for you see I am a healthy, hearty young fellow, and only 68 years young.

Good food and plenty of it, as much sleep as convenient, and entire abstinence from liquor and tobacco in every form, an even disposition and an avoidance of fret, worry and anger have been largely instrumental in contributing to my health and happiness. The mountains encountered have been the White Mountains of New Hampshire, Berkshire Hills, Blue Ridge, Alleghanies, Ozark, Rocky Mountains, Hualapai range and the Sierra Nevadas, with hills of all sizes scattered along the route.

Short of water and food I have been several times, but constant travel and exposure have made me able to go 24 hours without food or drink without any pain or inconvenience. When short of food or water I make my mind control my appetite and never allow myself to think about it, so I never suffer with hunger or thirst. We can overcome much of our trouble or sorrow if our mind is under proper management. God has given us the ability to be

peaceful and happy under nearly all conditions and amid nearly all environments.

In descending mountains for several miles, I found that my Musselman brake would hold the wheel all right, and it was really marvelous to see the tremendous strength of the little "Armless Wonder" not to mention the feeling of safety and security in coasting down those perilous grades.

Scenery grand, beautiful and extensive, lovely lakes and ponds, lofty mountain peaks, rich, fertile valleys, elegant towns, palatial mansions, log cabins and huts are constantly seen, a moving panorama of the wonders of nature and work of man. Several times, especially in New Mexico and Arizona, water was from 22 to 40 miles apart, so I carried two canteens.

While most riders ride a light wheel and carry but little baggage, mine is a Racycle Pacemaker, 24 inch frame, solid and reliable, with tandem spokes in the wheels and tandem 1½ inch G & J clincher tires, and Musselman brake, and my wheel and baggage weigh from 90 to 95 pounds, and over 100 pounds when canteens are full of water. Many times houses were from 25 to 55 miles apart and food must be carried or the rider will go hungry. Such a ride is no hardship to me, but any person who is accustomed to three regular meals a day, and a good bed at night would find it an almost unendurable task to ride across the continent, and is foolish to attempt it.

Though tires will occasionally get punctured and are worn out over jagged rocks, I had not so much as a broken spoke on the whole trip, and only two accidents. One was a broken rim caused by a horse stepping on it when it fell and entangled his foot in the spokes, and in his struggle to get free he split a rim. On the 12th of April, 1909, on a trestle bridge near Algodones, New Mexico, where I was walking across, I was suddenly overtaken by a California Limited on the Santa Fe and saved my life by jumping 15 feet to the dry sand below, but my wheel fell on the track and was crushed to pieces. The saddle, handlebar, pump and my watch were uninjured and are still in use on the second wheel the Miami Co. sent to Albuquerque. The broken wheel I had ridden over 10 months in 23 states, 5,955 miles, and it was in perfect order, and would have been all right now had it not been demolished by the train.

My intention has not been to make any record for distance or speed, for I have often gone hundreds of miles out of my

way to see any interesting locality or wonder of nature, hence the distance I have traveled is more than enough to have gone direct from Portland, Maine, to Los Angeles and back again.

No grander and more comprehensive way of seeing the vastness of our country can be obtained than by riding a wheel leisurely and taking in every point of interest. I have visited the capitals and met the governors of several states, delivered many lectures on "Mexico, the Wonder Land," "Arizona's Natural Wonders," and "How to be Happy," occupied the pulpits of quite a number of churches, and met hosts of delightful people whom it will be a pleasure to always remember.

At Lawton, Okla., J. W. Kieff, city editor of the News-Republican, wrote in my album: "Comrade of the Craft: Here's to your health, genius and energy. You are a human dynamo on wheels, who gathers news first hand from the scenes through which you pass, and reduces it to the art preservative for present and future generations. May wisdom guide you!"

At Granite, Okla., J. W. Ryder, of the Enterprise, wrote: "Here's to the jolly joker who has bathed his feet in both oceans, and drank from all the creeks between them. Nothing like being young and frisky."

Capt. Jack Crawford, the Poet Scout, whom I met in Omaha, writes:

"I'd rather meet a wayward stray  
And help him to atone,  
Than entertain the angels at  
A picnic round the throne."

Many writers expressed their kindly sentiments and invoked all manner of blessings and good wishes for my prosperity and success, and though mostly in our own language, some are in Spanish, Latin, French, German, Chinese and Esperanto. It is a valuable book to keep as a souvenir.

Arid deserts were encountered, where for 50 miles there was not a tree or even a bush to afford shade or to lean my wheel against, not a house, and the thermometer from 100 to 121 degrees. Lie down at night and sleep, with not even sage brush to make a camp fire. Again my road would be through the magnificent pine forests of Arizona, which has a boundless wealth of timber, and where traveling was a pleasure and camping a delight. Our country is immense, and the denizens of cities, who think they are so intelligent, cultured and refined, know but little of the beauties and wonders of nature, which can be seen and realized only by travel. Open your



doors and windows and let God's glorious sunshine penetrate your darkened rooms, and go out in the fresh air and enjoy life. Thus and thus only can you be healthy, happy and fully enjoy life.

The states traversed on the trip were Maine, New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Kansas, Missouri, Arkansas, Oklahoma, Texas, New Mexico, Arizona and California, 25 in all.

The person who is so much behind the times as to claim that the roads are generally good enough for ordinary travel, should take a trip to some of the eastern states and ride or drive with any kind of a vehicle on the smooth and delightful roads which are there so numerous. Especially are these splendid thoroughfares to be found in Maine, Massachusetts, Connecticut, New Hampshire, Rhode Island, New York and New Jersey. The start can be made from Manchester, N. H., down through Nashua, Lowell, Boston, Providence, thence along by the shore of Long Island Sound, through New London, New Haven, Bridgeport, Stamford, New York, Newark, Camden, Trenton, Philadelphia, Wilmington and on to Baltimore, an almost perfect continuation of magnificent roads, over which it is a delight to travel, whatever kind of a conveyance you may have.

In contrast to this is the miserable stretch of highway from Baltimore to our National capital, though this will soon be a thing of the past, for it is being rebuilt. West Virginia has but a few good roads, and most of them are frightfully bad, covered with loose stones from the size of an egg to a water pail. The hills and mountains are mostly climbed-up places so steep that an empty wagon is about all a team can pull, and as for use of a bicycle, motorcycle or motor car they are almost impassable.

In Maryland the roads are mostly very good, and traveling in that state is very easy and agreeable. Ohio and Indiana roads are generally good, there being occasional patches of sand. Illinois and Iowa compare favorably with good road states, also Nebraska and Kansas. Jasper county, Missouri, has as fine roads as any county in the union; they are built or covered with the gray debris from the lead and zinc mines which are there so numerous. This makes a grand covering for the road, soon becoming solid as asphalt, and costing nothing, as the mine owners are glad to have it hauled away.

Across the Panhandle section of Texas, is like driving over a floor, but the appearance is peculiar, for one seems to be continually in a valley or basin, with high edges all around the horizon, but this is merely an optical illusion, as the country is nearly level.

Down in Arkansas, there are many good

roads, and but very few that can be called poor. The ground surface is naturally hard and smooth, and requires no outer coating. In Oklahoma there are all kinds of roads, good, bad and indifferent. But there are so many streams to cross, few of which are bridged, that traveling is not the best. Near the Canadian river, there is sand on either side for several miles, deep and hard to pull or push through. Tedious indeed, is the travel, as one approaches the Red River intending to cross over into Texas, for it is deep sand at least six miles each side of the river, and nearer eight miles of deep sand on the Texas side, before reaching Quanah. Northwest from the latter place, on to Plainview, thence to Hillcrest, where the Llano Estacado, or Staked Plains, are reached, the roads are perfect.

Leaving Bovina, Texas, there is a perfect road for 14 miles to Texico, New Mexico, thence on to Clovis, and to Fort Sumner, the road was generally good. From Fort Sumner across the mountains 50 miles to Santa Rosa is a hard climb over all sorts of roads, and considerable sand.

Another hard stretch over the mountains and through sand at intervals, brings one to the nice little city of Las Vegas, or rather the twin cities, for one is a lively American town and the other a dreamy, sleepy Mexican town, which changes but little with the passing years. The passage of but a few blocks from one town to the other, is like going in two different countries.

Thence across the country for 70 miles and the quaint old town of Santa Fe is reached. On the way, the road passes Glorietta, the point on the Santa Fe, where the altitude is nearly a mile and a half up the air. From the historic old town of Santa Fe across the mountains and over many weary miles of sand is a terrible hard stretch of miserable road. And if one of those fierce west winds happens to be at work, as it was the day I traveled it, it is almost impossible to make any kind of headway, and I had to stop frequently and rest.

An extract from my pocket diary gives this as my experience on that memorable Easter of 1909: "Terrible head wind, up grade and sand made me walk all the way, and it was the hardest seven miles I ever traveled. Had to lie down and rest many

a time. Not a house on the way or a building of any kind as a temporary shelter from the fierce wind and flying sand. It was an awful experience. I am mostly worn out tonight."

The next day, Monday, April 12, I met my Waterloo, as I have previously described, when poor Racy Pacy was ground to pieces on a trestle bridge by an express train (the only thing which can smash a Racycle), and I narrowly escaped by jumping 15 feet to the ground below. All Albuquerque papers and citizens sympathized with me, and helped me pass pleasantly the time I there waited for a new wheel to be sent.

From Albuquerque south to Belen is 35 miles, most of which is sand, but the last few miles is a hard, nice road. The next 31 miles to San Acacia, was good for a few miles only, then deep sand was encountered. It was soon impossible to push any farther, and I was about to lie down on the sand for the night, when a Mexican came along on horseback, and attaching a rope from his saddle to my wheel, pulled me over two miles while I walked beside the wheel and steered it. Believing then that I was through the worst of it, I let the Mexican ride on, but soon regretted it when it was too late, for I encountered sand worse than ever before. But I had set my mind on reaching San Acacia that night, and I did, but, oh, how tired I was, for the deep sand had blown and drifted like snow, until the road was so covered that it was difficult to find the way.

From San Acacia to Magdalena I learned that it was 28 miles over the mountain, up hill all the way and with plenty of sand, and such it proved to be. The next day, I bid good bye to the railroad at Magdalena, and headed northwest for a ride of 204 miles across a rough and rocky country to the main line of Santa Fe, which I was to meet at Holbrook, Ariz.

(To be Continued.)

#### Motorcycles for President's Guard.

For motorcycle policemen who are to act as escorts for the president on his automobile trips about the city, two additional R-S motorcycles have been ordered by the police department of Washington, D. C. Two of the best men in the department's motorcycle squad are assigned to the work.

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## GOOD IDEAS FOR GROWING CLUBS

**Banquet Speaker Tells of Valuable Methods Gained from Experience—Suggestions for Maintaining Enthusiasm.**

Gay pennants for the machines of club captains, night runs to popular nearby resorts, the building of a track, neatness in appearance and the adoption of an attractive uniform are some of the pertinent suggestions advanced by Charles H. Robinson to build up clubs and develop interest in the sport, in his speech at the banquet of the Illinois Motorcycle Club of Springfield, on the 13th inst. The speaker, who is an old time bicycle rider of note in the vicinity, gave a most interesting talk on reminiscences of bicycle days, mentioning ideas which had been found valuable in bicycle clubs and which in his opinion were equally applicable for motorcycle clubs.

"As one of the original charter members of the bicycle club, I feel that I can realize the pride and pleasure you are taking in the motorcycle club you are just starting," he said. "I recall," he continued, "that we were but a handful of riders when we started in 1888 and the ages quite unequal. I know several of them were old enough to have been my father, yet we were all boys together when it came to riding.

"We struggled somewhat to maintain clubrooms, etc., but it was not long before we actually had strength enough to spend nearly \$1,000 on a cinder track in the fair grounds. We enjoyed our runs to the country, took pride in our affairs, and the captain would call for runs we should make much as railroad men are called for their duties.

"I would suggest, if you have not already done so, elect a captain, let him arrange the runs for evenings and Sundays, make a point to be at the meeting place on time for start, thus displaying yourselves, creating more interest with others and it will be quite a stimulant to yourselves.

"We used to allow the captain a pennant he carried on a staff attached to the handle bar as a mark of distinction. Seems to me that could be well employed by you. The captain usually arranged a schedule of runs for the month, giving the members a copy or placed it on the blackboard in the clubrooms. This led to a discussion of the best places and roads, helping the captain to better arrange his schedule.

"I recall many runs we made, bright spots in my fund of recollections. One time we left town with the roads and weather indications fine. About 15 miles out we encountered mud. Thinking it but a low spot we kept on about another mile, then gave up, learning that the road continued that way about two miles further. We were the victims of a summer shower of the day before. We talked with the

farmer where we had stopped and one of the crowd bantered him to give us dinner at 25 cents per—and his wife being willing, he agreed. We spent a jolly day in his yard; had a good dinner, and he hauled us back to dry ground that evening in his big wagon. He afterwards was a kindly host to many of the club fellows.

"One Saturday night we went by train to Louisiana Mo., stayed at the hotel over night and joined a St. Louis crowd the next morning on a run over the finest pike roads we had ever experienced. The hills were long but gradual. We could climb them and glory in the coast the other side. Still another ride I shall always remember is one of 86 miles in one day on the old high wheel, and my being unable to sit the next day without a pillow to ease me.

"Just so you fellows can and will enjoy your trips together, and you can make a good name for your club by good conduct wherever you happen to go. You will interest a good class of men and young men by enforcing good rules in your club. We kept the standard up in our bicycle club for years by having rigid rules against gambling and drinking. These things will injure a club very quickly. We used to have some trouble in the country with farmers on account of their prejudices against the bicycle, but, being careful, we had no serious trouble and the prejudice gradually died out. You are going to meet with just such trouble, and I believe it pays to be considerate of those you meet on the road. Give them a chance to pass without scaring their horses, and stop and visit with the country people. You will make friends and get more pleasure out of the outing.

"Would it not be a good plan for you

to have a tent out at Clear Lake for a short time in the summer and ride out there in the evening, cook your supper or have it done, stay all night and come back next morning, getting in two nice rides and still continue at work each day, and the evenings together would be great.

"I should think you would have quite a number join you this next year, for I believe the sport will interest fellows, and seeing you often, they will get the fever and want to join in just as the bicycles grew in favor. I congratulate you on the start you have made, and wish you great success, and thank you very much for your kind invitation to be with you tonight.

"Allow me to suggest that you pay attention to your clothes and appearance. I know it's generally hard to keep clean with the machine, but you can spruce up before going into a town and clean up before showing yourself in public. This will be much help in interesting many good people.

"I really have been prejudiced some against the sport by the way some fellows look whom I came in contact with.

"It strikes me as a good plan for you to adopt a suit made for this purpose and allow no one to use it except members of the club. You will make a much better appearance when together, and the suit will advertise the club when you are out alone.

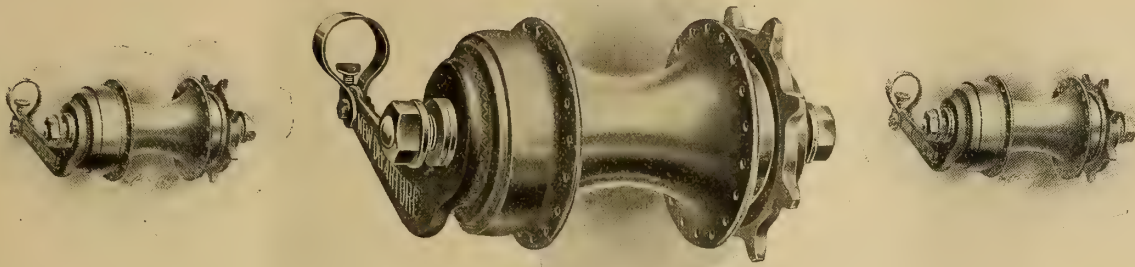
"Another suggestion for advertising the club and for the sport of it, get up an endurance run with prize, or better still would be to make it a special delivery run. Have the mayor give you a card of greeting to the mayor of other cities around us, one or two of you going together and on the record made as to time, distance, fuel, etc., the prize could be awarded."

## TOUR UTAH ON A TRACTABLE TWIN



It would perhaps be sprightly to indicate that here we have two Mormon wives riding their husband's motorcycle. But there is no proof that they are Mormons, although they do tour Utah on an Indian, geared 6 to 1.





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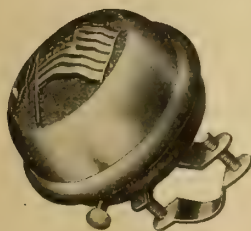
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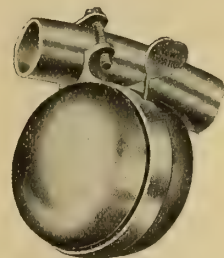
When we are called upon to satisfy this guarantee, there is no quibbling, no aggravating delays—we carry out our promise as quickly as we know how and your customer is pleased.

In other words, we work with you, Mr. Dealer; we give you a coaster brake and bells of established merit and reputation. We guarantee them to your customers; we give you advertising signs, folders, booklets, etc. with your name printed on them; we refer business to you.

Specify New Departure coaster brakes on new wheels; purchase a few loose brakes from your jobber and ask him to show you samples and quote you prices on the New Departure line of bicycle bells for 1911. Then write us for advertising matter and particulars of our plan to work with and for you this coming year.



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### Friol Bests Ellegaard in Winter Final.

As has been freely predicted, Friol again captured the winter championship of France in the final heats run on Sunday, December 4. But he came very near losing his advantage of the first two days by finishing last in one of the heats on the third and last day. Only by a supreme effort did he manage to annex two firsts on December 4, and even this was barely enough to beat out Ellegaard for first honors. As it was, Ellegaard was tied with Friol in the number of points, and the latter was declared winner only because his efforts had resulted in more firsts than those of Ellegaard, who never finished worse than second. Friol, with 11 points to his credit, had accounted for six firsts, one second and one third; Ellegaard with the same number of points had collected five firsts and three seconds.

The most exciting heat of the whole series of matches for the championship naturally was the last, in which Friol, Ellegaard and Dupre took part, the first winning by a tire width, while Dupre finished half a wheel length to the rear of Ellegaard. Friol thus becomes champion of France by about two inches.

On Sunday, December 11, in a special match arranged between Friol and Dupre, the former won in straight heats. The second heat was of the most sensational kind. Dupre jumped at two laps to go and tried

to make a runaway of it. So unexpected came the jump that Friol was taken unawares and lost ten yards, which distance he had not yet diminished when the bell lap rang. In the last lap Friol made a supreme effort and passed Dupre, barely two feet from the tape, winning by inches.

On the same Sunday, Darragon, the crack pace follower of France, administered a decisive beating to Lavalade and Seres, rounding out 68 kilometers 640 meters in the hour, thereby beating Bobby Walthour's record of 68 kilometers 375 meters. All through, the hour records were sent tumbling by Lavalade, who was leading most of the time, and at the 50 kilometers mark the riders were fully 13 seconds ahead of the record set up by Walthour. Four minutes before the expiration of the hour, Darragon crept up on Lavalade, who was leading by 20 yards, and, pulling Seres along with him, he passed Lavalade with three minutes more to ride. When both Darragon and Seres flew by him, Lavalade seemed to lose heart. He finished 700 meters to the rear of Seres, who in turn was 115 meters behind Darragon.

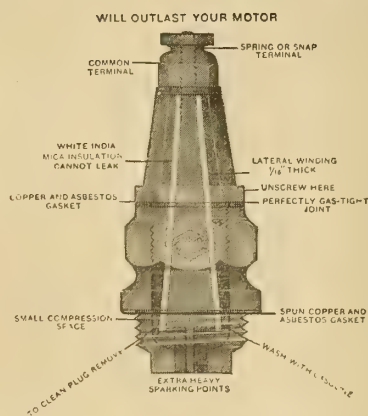
### C. R. C. A. Point Scores Announced.

Announcement of the final results of the yearly club run competition of the Eastern Division, Century Road Club Association, New York City, was made this week. The contest was based on the individual mileage

made in club runs, the distance being scored on a point basis. All members had a possible total mileage of 464, and a total point score of 108. Thirty-seven men competed, scoring a total of 3,598 miles and 793 points. The first 13 men in the order of their standing and their scores and mileage are as follows: 1, George Bieregel, 96 points, 412 miles; 2, Sol. Schlenoff, 84 points, 299 miles; 3, Joseph Arcaro, 78 points, 278 miles; 4, Berthold Baker, 75 points, 344 miles; 5, Sylvain Segal, 46 points, 233 miles; 6, Isadore Taub, 30 points, 234 miles; 7, Walter Knauerhase, 21 points, 96 miles; 8, C. W. Swords, 18 points, 107 miles; 9, A. R. Cooley, 15 points, 293 miles; 10, George Werner, 12 points, 46 miles; 11, E. Schuber, 9 points, 57 miles; 12, Gordon Ballard, 6 points, 18 miles; 13, S. R. Morrison, 3 points, 17 miles.

Others who competed and their point scores were as follows: Fred Larsen 21; William Fuchs, 18; Richard Jones, 15; A. J. Koerner, 12; A. Kaiser, 12; H. Baum, 12; Henry Kelley, 12; J. W. Clement, 12; Harry Lilienthal, 12; Fred Ehrhardt, 6; Ralph Zarr, 6; C. B. Ruch, 6; Henry Bergman, 6; Fred Lilienthal, 6; Charles Levy, 6; D. W. Moors, 6; Joseph Berlenbach, 6; B. Boyes, 6; J. Boyes, 6; Charles Krant, 6; Herman Esser, 6; John Roedig, 3; J. M. Mitchell, 3. Captain Lucian Segal, who did not take part in the contest, nevertheless scored 96 points and 328 miles.

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# The New York Show Numbers

OF

THE  
BICYCLING WORLD  
and  
MOTORCYCLE  
REVIEW  
Founded  
1877

are to be issued on January 14 and 21, respectively, describing the motorcycle exhibits at Madison Square Garden, together with the regular news, pictorial and technical features.

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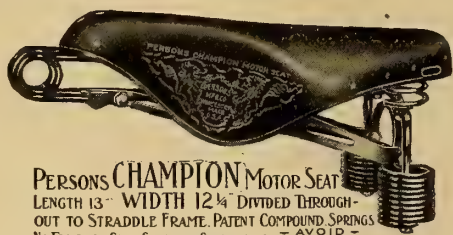
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PERSONS CHAMPION MOTOR SEAT  
LENGTH 13" WIDTH 12½" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME. PATENT COMPOUND SPRINGS  
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Hold  
Their  
Shape.

Examine  
Them

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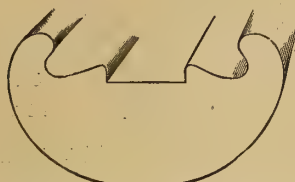
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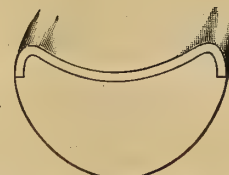
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In days of old,  
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Then knights had  
bolder been ;

They'd seen aright,  
to put to flight,

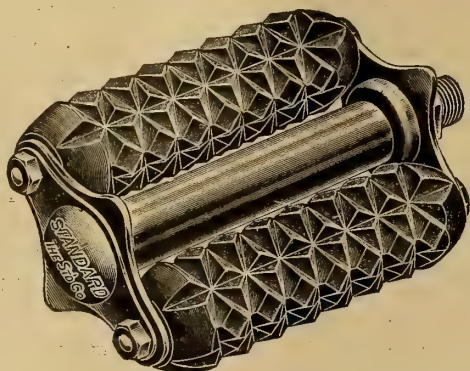
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Permits those changes of position that best suit the need or mood of the rider.

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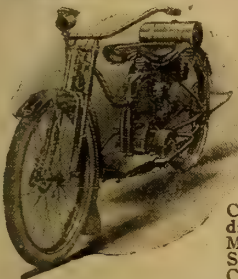
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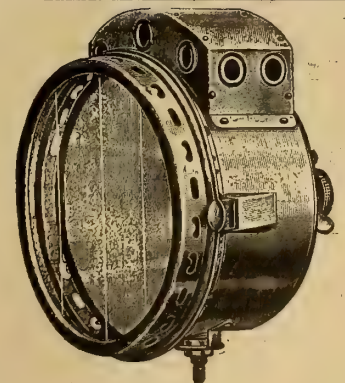
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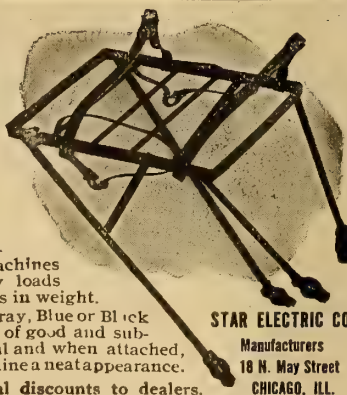
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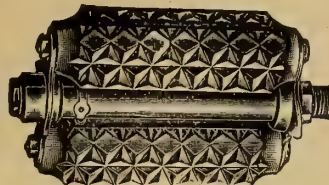
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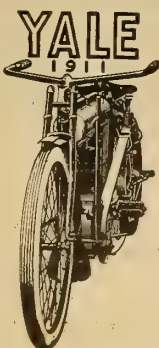
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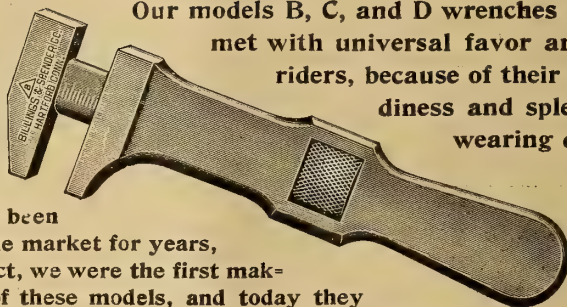
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**NEW** Pinching and Crimping of  
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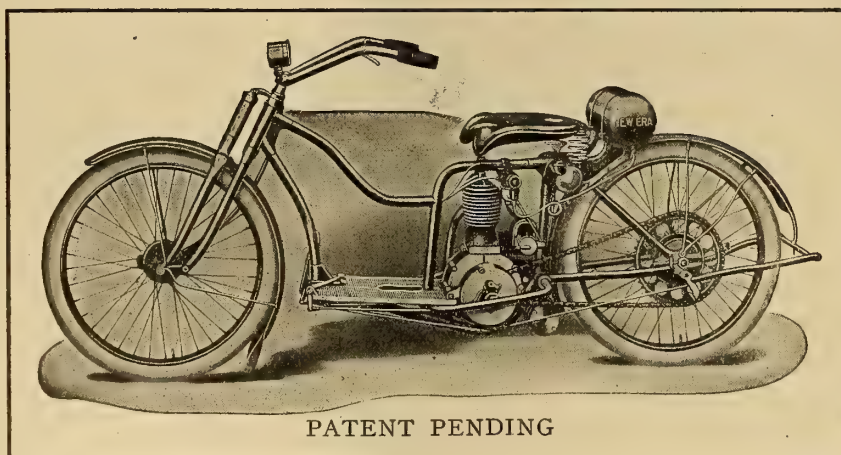
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**"We had no punctures nor tire trouble of any sort, which will make us hereafter swear by**

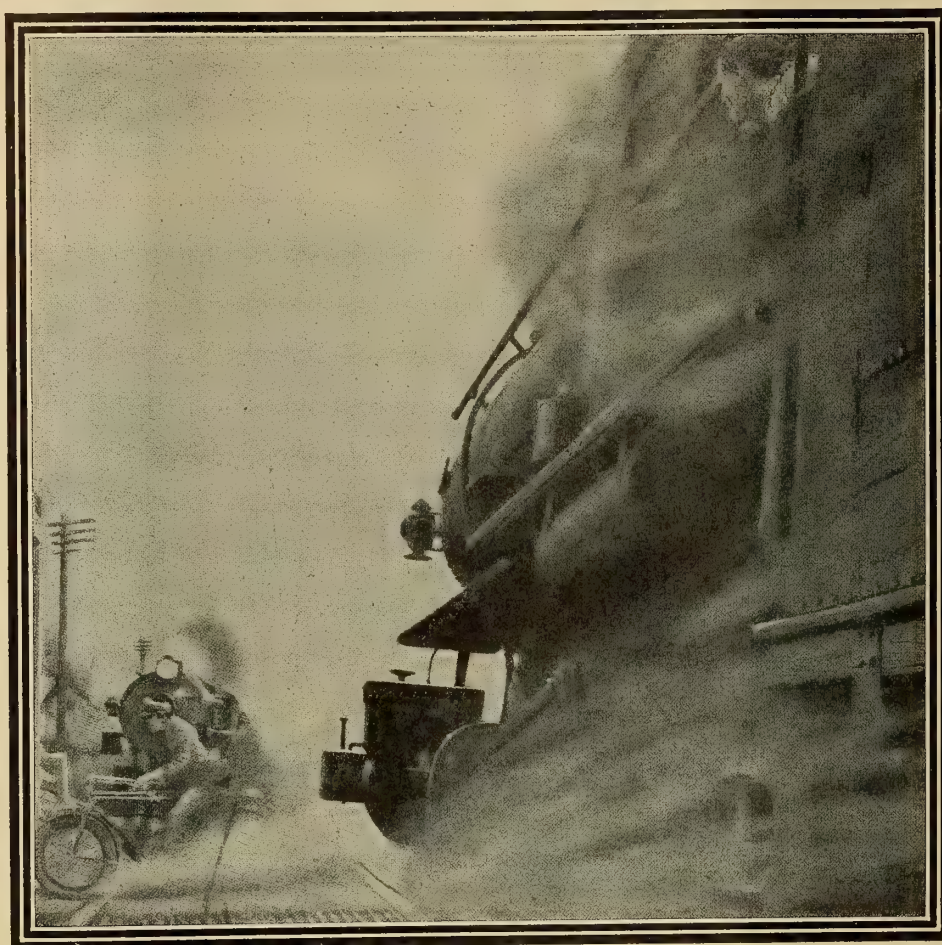
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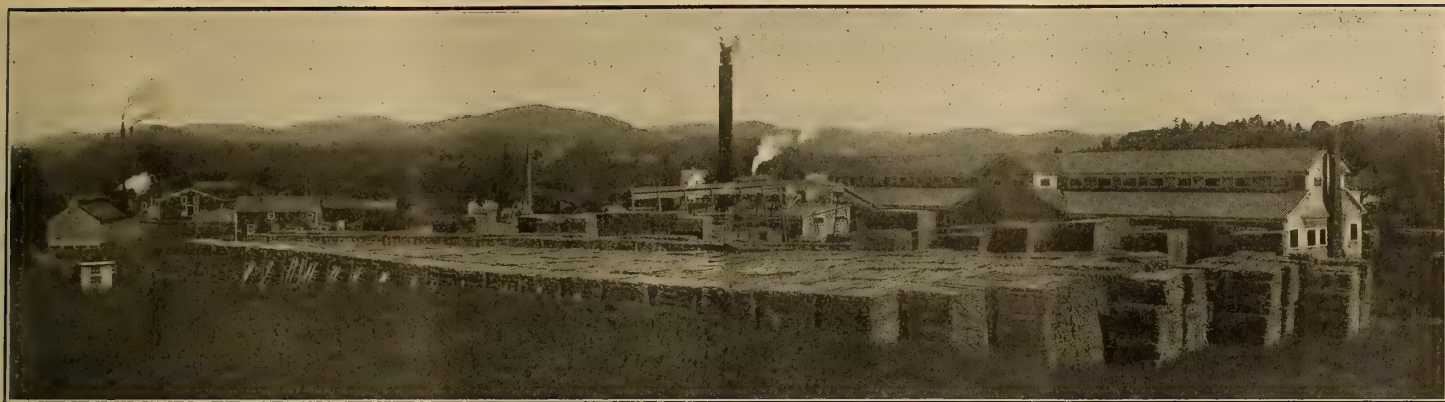
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.

Above illustration by W. H. Foster. Copyrighted by and reprinted through the courtesy of Charles Scribner's Sons.



**THE SAW MILL**

Where We Cut Our Rim Strips from the Log

**THE RIM FACTORY**

Where the Strips are Manufactured Into Rims

WE are publishing the accompanying illustrations to show you the size of our Bicycle Rim Operations, and to convince you of our resources and facilities for manufacturing. In our plant at Sidney, Ohio, we have, during the past year, increased our equipment fully 33 1-3 per cent. and are prepared to give all customers prompt shipment. We sell exclusively to the jobber and manufacturer.

# *Tucker Rims*

**HAVE QUALIFIED**

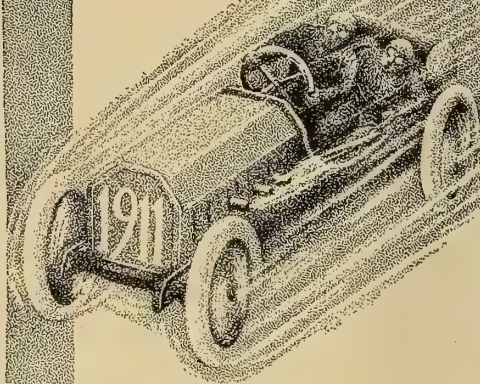
THE TUCKER WOOD WORK CO., SIDNEY, OHIO



# ELEVENTH NATIONAL AUTOMOBILE SHOW

Open  
for two weeks

AT  
MADISON  
SQUARE  
GARDEN  
NEW YORK



After  
Poh

PART I.—January 7-14. Gasoline Pleasure Vehicles,  
Parts and Accessory Manufacturers.

Sanctioned by National Association of Automobile Manufacturers  
and Motor and Accessory Manufacturers.

Under the Auspices of  
*Association of Licensed  
Automobile Manufacturers*

## PART II.—January 16 to 21

### A COMPLETE EXHIBITION OF MOTORCYCLES

Sanctioned by the Motorcycle Manufacturers' Association.

The following motorcycles will be exhibited:

Detroit	Harley-Davidson	Marvel	N. S. U.	Reading-Standard	Thor
Emblem	Indian	Miami	New Era	Reliance	Wagner
Excelsior	Merkel	M. M.	Pierce	S. D.	Yale

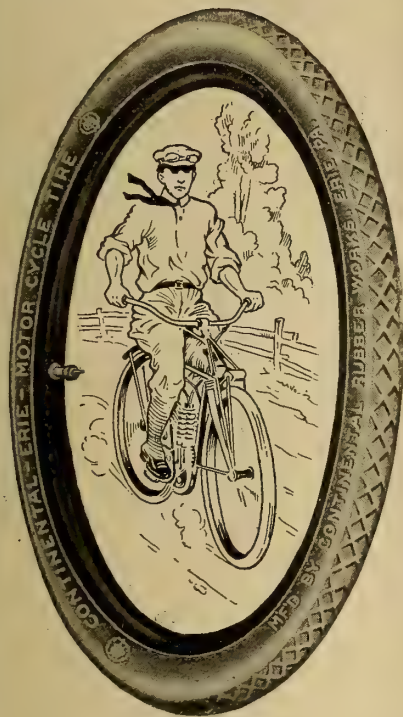
A Complete Line of Commercial Vehicles, Electric Pleasure Vehicles and  
Motor Accessories will also be shown.

Management: SHOW COMMITTEE, A. L. A. M., 7 East 42nd Street, New York.



# Continental-Erie TIRES

## AT THE NEW YORK SHOW



"Safety Tread"

You should see these motorcycle tires for yourself, and you CAN see them if you will come to our space on the Madison Square Garden Elevated Platform, Space 144. These tires will be on exhibition both weeks.

We shall be at Chicago, too.



"Anti-Slip Tread"

Not only motorcycle tires and tubes, but also bicycle tires and tubes, together with tube patches and Continental-Erie auto tubes and sundries are in this excellent tire exhibit of ours. Come in and see us, by all means.

WE GIVE THE JOBBERS ABSOLUTE PROTECTION

At Madison Square Garden we are on the Elevated Platform, Space 144. At Chicago we are in the Coliseum, Space 115. "Both weeks; both shows."

## CONTINENTAL RUBBER WORKS, Erie, Pa.

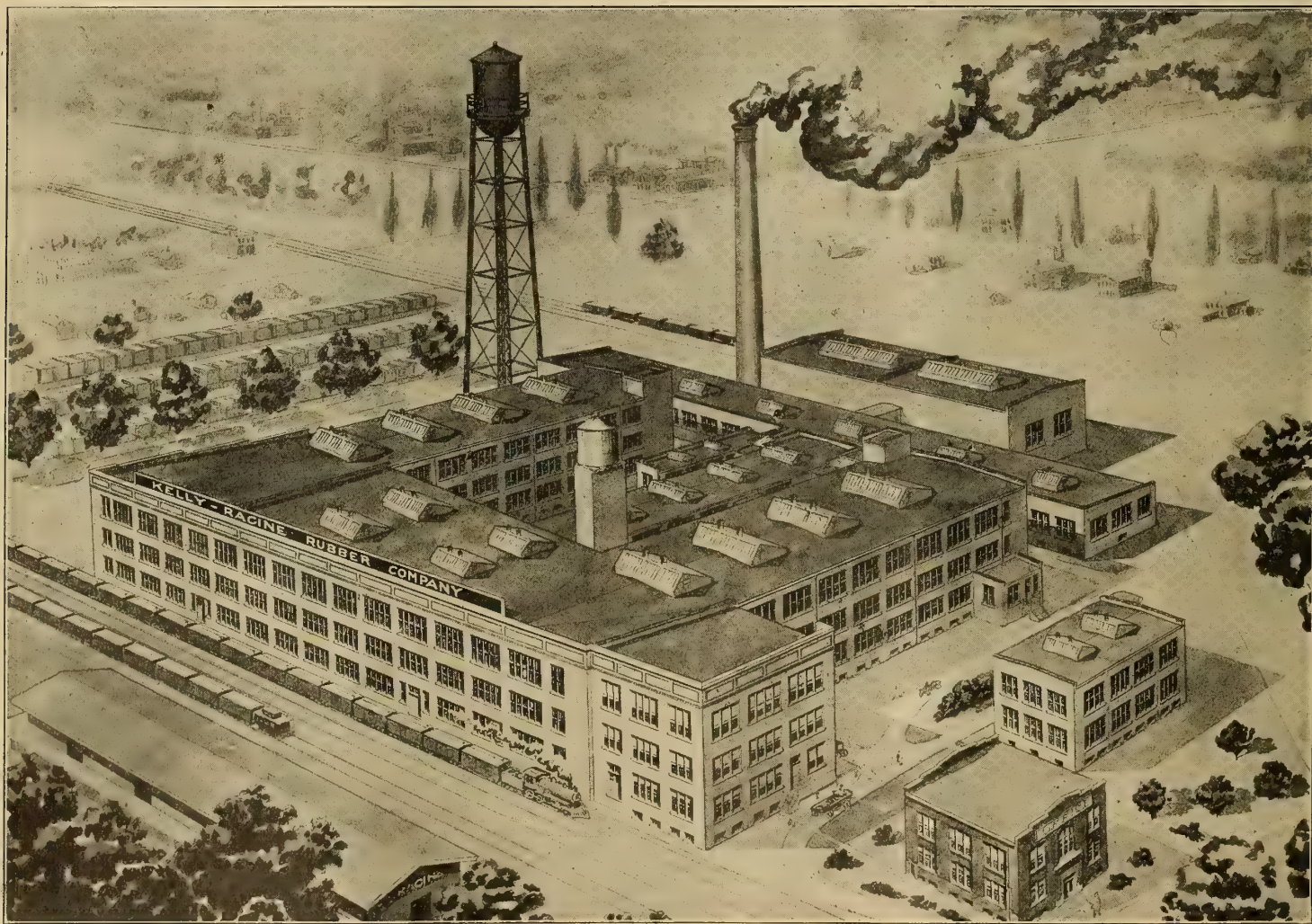
NEW YORK BRANCH — 43 Murray Street



# KELLY-RACINE TIRES

## For Motorcycles and Bicycles

are now being made in this new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.



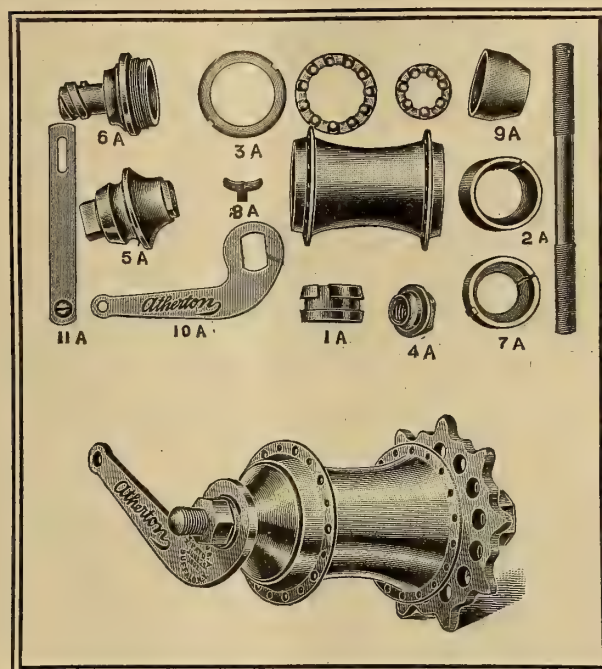
¶ This factory will produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

**KELLY-RACINE RUBBER CO.,** C. F. U. KELLY,  
Pres. and Gen. Mgr. Racine, Wis.



# Greater Development and More Simplicity

mark another advance in  
coaster brake construction,  
as exemplified in the



# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
effect so far as these qualities are concerned.

**IT AFFORDS** { Perfect Braking—Absolutely Free Coasting  
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

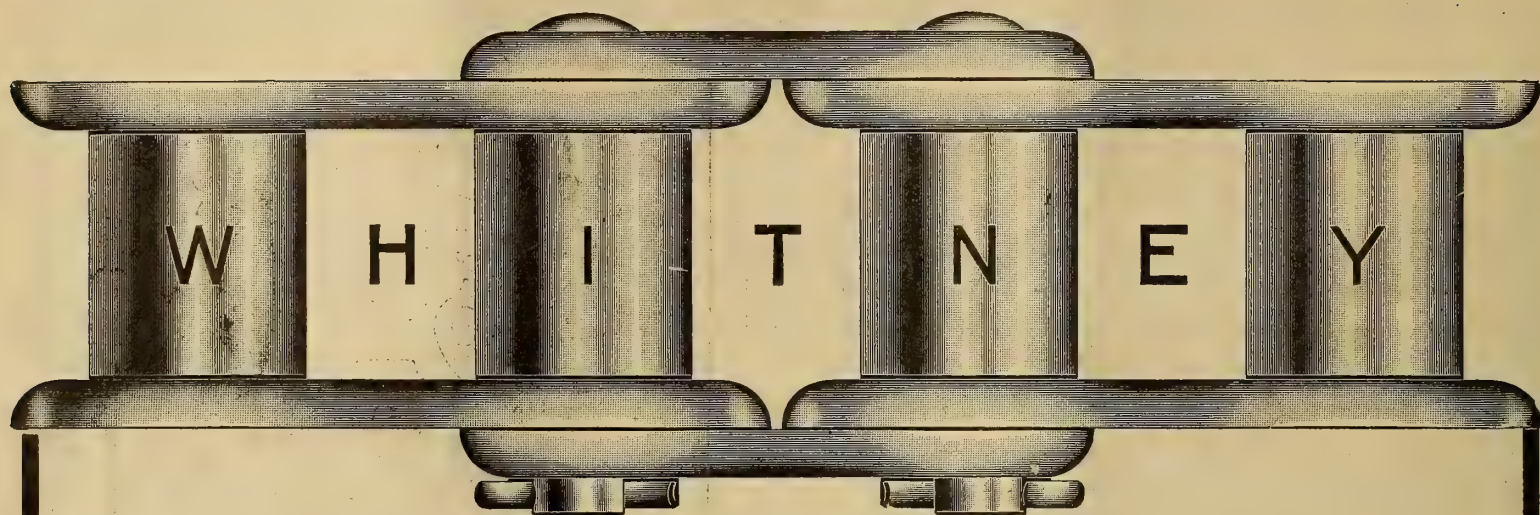
QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

**D. P. HARRIS HARDWARE CO., Distributors**

48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers





# HIGH GRADE DRIVING CHAINS

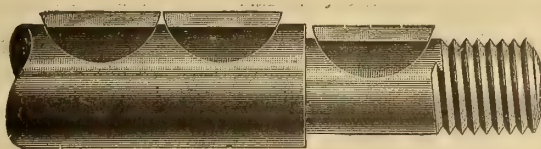
are used by the leading makers because they have proven themselves capable of the severest tests. Our chains are made right and they are made from the right kind of material, thus giving highest efficiency. Driving chains must be accurate and durable. "Whitney" Chains are both, and that is why our chains give such excellent results.

**We Build Chains for All Kinds of Power Transmission**

**ROLLER CHAINS—BLOCK CHAINS—QUIET CHAINS—CHAIN BELTS**

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## "The Woodruff Patent System of Keying"

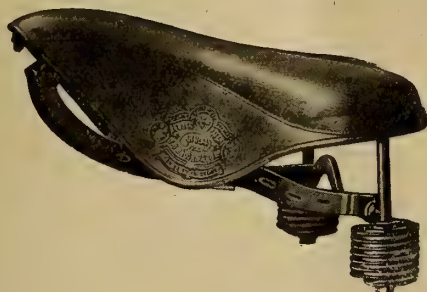


is a great saver of time and money. Requires no skilled labor. Is simple and rapid and gives better results. Many manufacturers acknowledge a saving of at least 75 per cent.

**THE WHITNEY MFG. COMPANY, Hartford, Conn.**



## This is the Saddle



—and you

are the men we want to sell it!

It bears a name unequalled in the World of Wheels—a name that will not only sell the Saddle, but also aid materially to the selling of the bicycle.

It is the

## **BROOKS—** the original and only genuine Compound Spring Saddle

And, remember, only in that Saddle can the BROOKS Compound Springs, as we make them, be obtained.

These entirely absorb vibration within themselves, yet, by their compensating action, effectually eliminate all tendency to bounce.

Note that the BROOKS is constructed throughout of the finest possible materials, and yields advantages which can never be obtained in any saddle that does not bear that name.

And now, we want you to sell it.

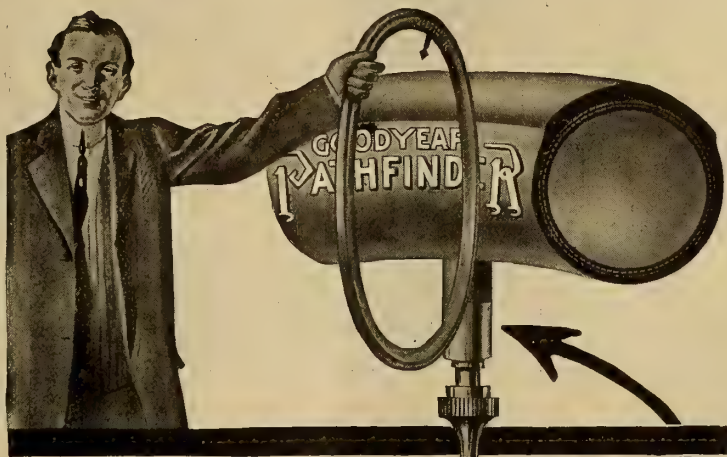
Sole Agents for Motor Saddles—THE HENDEE MANUFACTURING CO., Springfield, Mass.

Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E.C.

**J. B. BROOKS & CO., Ltd.**  
73 Criterion Works, Birmingham, Eng.



## Rode Tires 4,000 Miles; Good for Many More



Read the strong statement below of A. S. Boehm. It proves graphically why the supreme wearing quality of the Goodyear Pathfinder Single Tube Tire always makes pleased customers.

Baltimore, Md., Jan. 10,  
The Goodyear Tire & Rubber Co., Akron, O.

I had ridden the Pathfinder Single Tube Bicycle Tire 2,021 miles *before* I received my *first* puncture, and that was gotten by running over a nail in a horse-shoe. I have now ridden 4,000 miles and I think *the tires can stand much more hardship.*

Riding on these tires I participated in the following events: Two round-trips to Washington, D. C., and one one-way trip in which I made a record time of 2:54; one 75-mile run; two half centuries; one-way trip to Westminster, Md., compelled to return home by train on account of being caught in a heavy snow fall; won one beautiful silver loving cup and was on the winning team in the Australian Pursuit race in which a silver cup was won. I also won the mileage contest of the Lafayette wheelmen for 1908, in which nearly two-thirds of all the mileage was ridden on these tires.

You people are putting out the best tires for both *liveliness and durability.* The best thing of all is that they can be easily fixed in a *jiffy.*

ARTHUR S. BOEHM,  
1014 E. North Ave., Baltimore, Md.

You make more money on tires when your customers save money by buying from you the kind that will stand 4,000 miles service and are easily repaired—the Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back—and they bring you others.

The Goodyear Pathfinder can be repaired either by plugs or vulcanization

—“fixed in a jiffy,” as Mr. Boehm says. That’s one secret of its surpassing popularity.

Many dealers in all parts of the country are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter off today.

**The Goodyear Tire & Rubber Co.**  
Moal Street, Akron, Ohio

Branches and Agencies Everywhere,



# FISK

## BICYCLE TIRES

### Wear—And Wear —And Wear

SEVENTY-FIVE per cent. of the high-grade wheels turned out in 1911 will be equipped with Fisk Bicycle Tires.

IF you buy an Iver Johnson, Pierce, Snell, Pope, Yale or Emblem, you will be sure to get the best tires because these makers have accepted Fisk Tires as standard equipment after exhaustive tests.

OTHER makers will gladly supply them on request. It is to your interest to see that you get them.

WRITE NOW for illustrated booklet.

#### TO THE DEALERS

*Now is the time to learn about the complete Fisk line preparatory to placing Spring orders.*

**THE FISK RUBBER COMPANY**  
Department E CHICOPEE FALLS, MASS.

*Direct Factory Branches in Twenty-three Cities*

## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

### PITTSFIELD SPARK COIL CO.

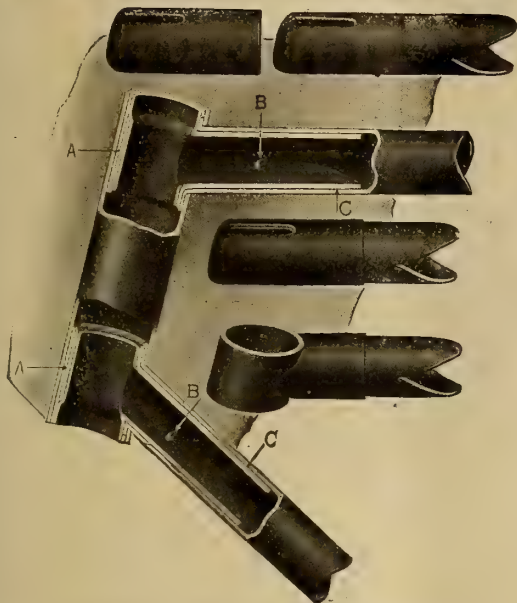
Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San



# It Will Be to Your Advantage to Sell Pope Bicycles

## A SUPERIOR POPE FEATURE



Steering Head and Flush Joint Reinforcements

## 1911 Pope Bicycles Are Better Than Ever

POPE BICYCLES are commanding and are bound to command a greater percentage of the bicycle business, both because the Pope nameplates and Trademark are and always have been absolute guarantees of honest values, and because the 1911 Pope lines comprise the best bicycles ever produced. Their ready salability is thus assured.

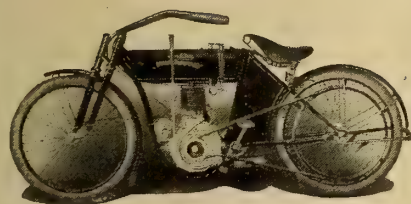
## Selling Inferior Wheels a Poor Policy

While the increased use of the bicycle has spurred our magnificent plant at Westfield to greater manufacturing triumphs, it has also resulted in the unloading of a good many inferior machines of poor workmanship, cheap material and questionable construction, disguised by a flashy finish and a classy nameplate "Special." You will look in vain, however, for a maker's name or trademark, yet these machines are often sold for as much as a Pope Bicycle.

The dealer who sells inferior wheels is injuring his own business and discounting the prosperity of the trade by bringing it into disrepute. On the other hand, the dealer who sells bicycles of Pope Quality is benefitting himself first of all, and is doing the right thing by the trade and by the public.

Write for our 1911 catalogues in which Pope construction is pictured and carefully described.

**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**



## The Emblem Leads Again

All other motorcycles trailed the Emblem in the run of the Cleveland Motorcycle Club to Oberlin, O., and return on New Year's Day. Of the 27 starters only six finished with perfect scores and two, or 33½ per cent., of these were Emblems. Four Emblems started and all finished—two without penalties. The Emblem was not among those machines that found the run too stiff a proposition. This record was not equaled by four machines of any other make. Slush and ice prevented a better showing due to tire and skidding troubles. The Emblems ridden were all stock machines, sold by the local agent to members of the club and since maintained by the owners. This test again demonstrates the superiority of the Emblem as the ideal mount for the mechanical novice as well as the more experienced and expert rider.

**EMBLEM  
MANUFACTURING CO.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

DEALERS EVERYWHERE ARE REPORTING AN EXCEPTIONAL NUMBER OF ORDERS FOR 1911 EMBLEM MOTORCYCLES IN 4 AND 5 HORSEPOWER SINGLES AND 7 HORSEPOWER TWINS, AND ARE PREDICTING A BIG YEAR FOR THE EMBLEM BICYCLE AS WELL.

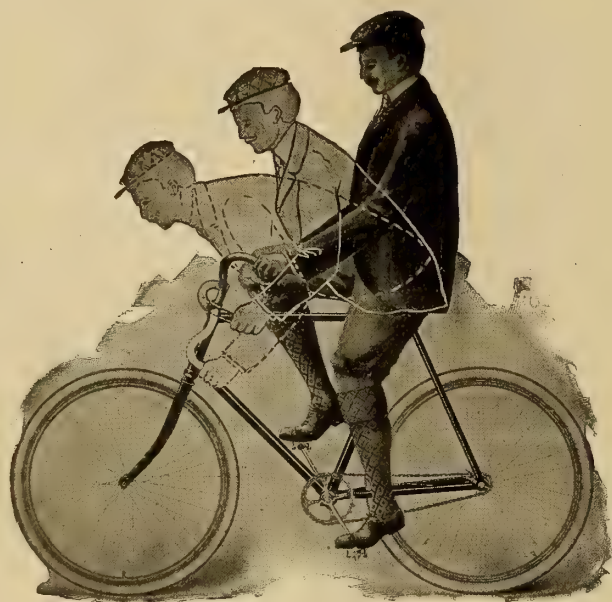


**BUILT TO LEAD—LIVES UP TO ITS PURPOSE.**



## Steering is not the only function of the handle bar!

☞ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



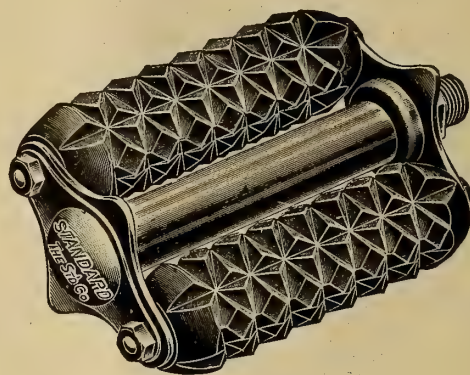
## The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

☞ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

**Kelly Handle Bar Co.**  
CLEVELAND, OHIO

## This is the pedal you want for your motorcycle.



## No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER MOTORCYCLE TOE CLIPS, DIAMOND E SPOKES, BRIDGEPORT AND STANDARD PEDALS, SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

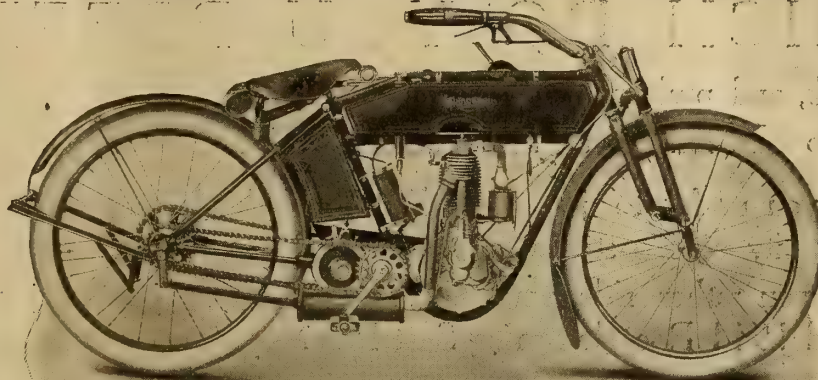


# The 1911 Minneapolis Is IT

Free Engine Clutch Regular on All Models

Thor  
Big 4  
Motor

==  
Three  
Models



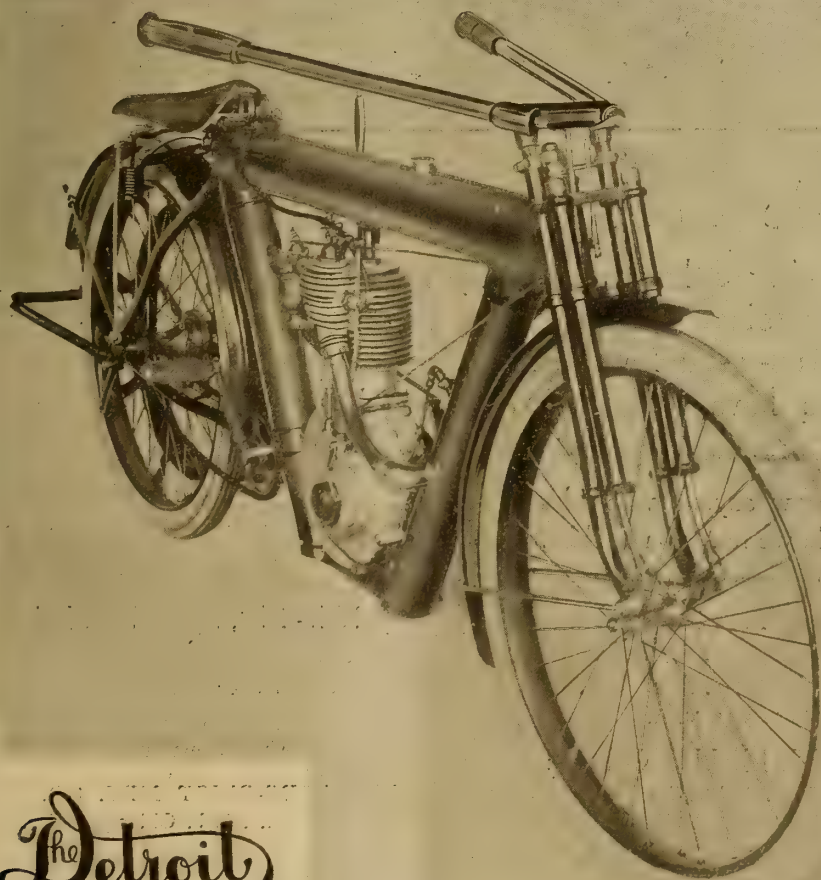
Unequalled  
Cushion  
Fork

==  
Fore-Car  
Delivery Vans

Everybody now realizes the importance of a free engine clutch. The MINNEAPOLIS set the pace. Tried and tested by a thousand careless riders during 1910 this clutch has PROVEN itself substantial and reliable. The 1911 clutch is better than ever.

AGENTS—Do Not Overlook This Proposition

**MINNEAPOLIS MOTORCYCLE COMPANY, 517 So. 7th Street, Minneapolis, Minn.**



*The*  
**Detroit**  
MOTOR CYCLE

In a Class by Itself.

Perfection in Every Detail.

Self-contained Equipment.

Absolute Protection Against  
Dust, Water and Accident.

See Our Exhibit  
at New York and  
Chicago Shows.

**DETROIT MOTORCYCLE CO.**

Detroit, Michigan



"Quality Means Economy—Racycle Means Both"

## WHICH DO YOU PREFER?

To walk, and push your motorcycle up the hill, or  
Ride up the hill on a 1911 Racycle with Free Engine Clutch?

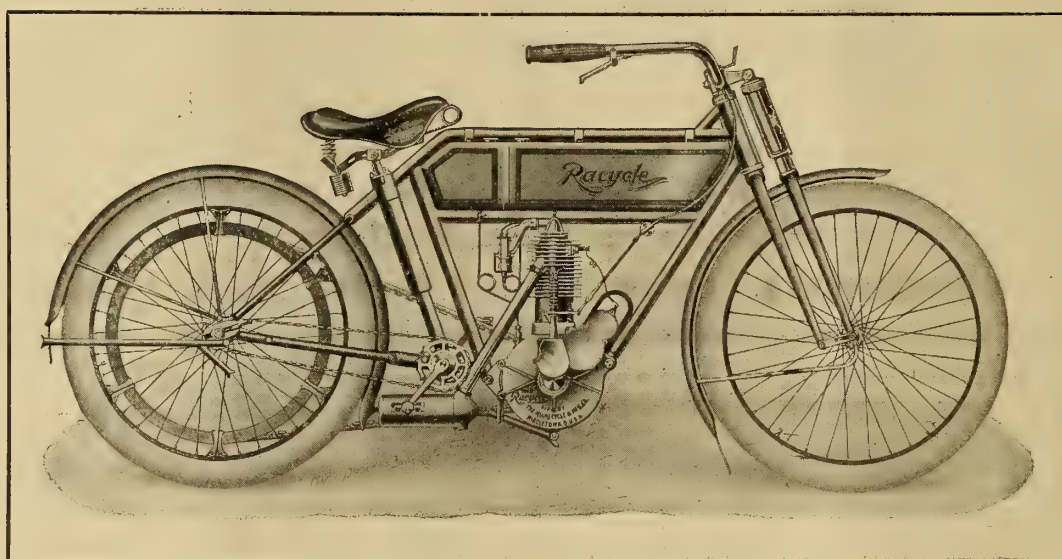
Would you prefer to jolt yourself half to death over rough country roads or city cobble stones on an ordinary motorcycle, or

Would you rather ride smoothly along without jolt or jar on the improved 1911 Racycle Spring Seat Post?

Flat Belt  
with Idler

Battery or  
Magneto

Spring Seat  
Post



V Belt with  
Free Engine

Ball Bearing  
Engine

Musselman  
Brake

## The 1911 Racycle Costs You No More

with these comforts and conveniences than an ordinary motorcycle does without them. Don't buy an ordinary motorcycle and then regret it or try to trade it off, but get the up-to-date, easy starting and easy riding Racycle and you will always have the laugh on the other fellow.

CATALOG FREE

If you know anyone who rides  
a Racycle we refer you to him.

CATALOG FREE

We will be glad to see you at our exhibit at the New York Automobile Show, January 16th - 21st, Space 706, Balcony

THE MIAMI CYCLE AND MFG. CO., Middletown, Ohio

Members M. M. A.

DISTRIBUTORS:

F. M. JONES  
Los Angeles—Cal.—Sacramento

GUS. HABICH  
Indianapolis, Indiana

EDWARDS-CRIST MFG. CO.  
1150 Jackson Blvd., Chicago, Ill.



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, January 7, 1911.

No. 16

## R-S REORGANIZATION SUCCEEDS

**Complete Plan for Relieving Company of Debt Goes Through—Creditors to Receive Preferred Stock.**

All the necessary creditors having agreed to the reorganization plan by which the Reading Standard Co., of Reading Pa., is to be freed of its debts and put on a sound working basis, the new arrangement is being put into actual effect, and the creditors, who are to receive preferred stock of the company to the amount of their claims, are receiving notice that their stock certificates are in preparation for issuance. Following the issuing of the preferred share certificates, a meeting of the stockholders of the company is to take place next week, when the new officers are to be elected, with the creditors in full control of the business. The board of directors will be made up of representatives of the largest creditors. As previously indicated, Clinton E. Woods, who has been manager under the receiver, will hereafter be the general manager of the concern.

All of the preferred stock of the company is to bear 7 per cent. cumulative dividends, and the company reserves the right to redeem the stock in three years from November 1, 1910, at \$105 per share and cumulative dividends. The liabilities of the company amounted to \$152,000, of which \$150,000 is now taken care of by the issue of the preferred stock, the remainder being paid off in cash to creditors for small amounts. Adequate banking arrangements for the proper financing of the company have been effected, and additional working capital has been provided, so that the raising of the receivership in bankruptcy and the placing

of the company on a good footing is but a matter of a short time.

## Davis Plans 100,000 Bicycle Output.

An intended output of 100,000 bicycles for the year 1911 is announced by the Davis Sewing Machine Co., of Dayton, Ohio, which makes the Dayton bicycle. Secretary J. B. Parmalee indicates that the company is enjoying an unprecedented business, and it is officially given out that the company sold no less than 65,000 bicycles during the past year, and that the proposed output of 100,000 for 1911 is a conservative estimate and may be considerably exceeded. No new building work for the coming season is contemplated, however, but a larger force of workmen will be employed.

## Morrow to Travel For Racycles.

J. B. Morrow, formerly traveling representative for the Excelsior Supply Co., of Chicago, Ill., has joined the sales forces of the Miami Cycle and Mfg. Co., of Middletown, Ohio. He will travel his old Excelsior territory, but in the future for the Racycle motorcycle and bicycle line, manufactured by the Miami company.

## Take Emblem Agencies on the Coast.

Two new agencies for Emblem motorcycles on the Pacific Coast have been established through John T. Bill & Co., of Los Angeles, Cal. The Mulvihill Brothers, of Redlands, Cal., will handle the machines in that locality and the Hill Co., of Santa Ana, has taken the 1911 agency for its district.

## Kimpson Buys Out Leach in Rochester.

John Kimpson, Rochester, N. Y., has purchased the business of A. R. Leach, at 582 Lake avenue. Kimpson already has a store at 183 West Main street, where he handles the Yale line of motorcycles and bicycles, and also specializes on repair work.

## CREATES UNITED STATES TIRE CO.

**Rubber Goods Merges Sales Departments of Four Big Factories—Details of the New Arrangement.**

Since a recent directors' meeting of the Rubber Goods Mfg. Co., it has been known that a project has been under consideration for the combining of the sales system of four of the largest tire companies in the United States, viz: the Hartford Rubber Works Co., the G & J Tire Co., Morgan & Wright and the Continental Caoutchouc Co., and that representatives of these companies have been scouting in various cities for suitable locations for joint sales headquarters; but the first definite steps toward the amalgamation were taken this week, with the incorporation, under New York laws, of the United States Tire Co., having a nominal capitalization of \$500,000. This new company is to handle the sales of all four of the tire companies named, and like them, it is subsidiary of the Rubber Goods Mfg. Co., which, in turn, is a branch of the United States Rubber Co. Of the tire manufacturing companies concerned, all but the Continental Caoutchouc Co. are lively contenders in the motorcycle and bicycle tire field.

Although members of the same family, the four tire companies usually have not conducted themselves as such. They have competed and otherwise engaged in keen commercial strife one with the other exactly as if the family tie did not exist and as if their parent ultimately did not bear the cost of such doings. It chiefly is to rectify this state of affairs that the United States Tire Co. has been formed. It will take over the sales departments and branches



stores of the four companies and henceforth conduct them as one and generally keep the family relation close and harmonious.

E. S. Williams, president of the Rubber Goods company, is the president of the United States Tire Co., and C. J. Butler, president of Morgan & Wright, is the vice-president. The other officials have not been elected, but the plan of organization already has been so well advanced that the men who will assume direction of the immediate affairs already have been chosen. They are J. M. Gilbert, general manager of the Continental Caoutchouc Co., who becomes general manager of the United States Tire Co., and J. D. Anderson, president of the Hartford Rubber Works Co., who will be the general sales manager.

Instead of the four separate sales departments that now exist, the country will be divided into three districts, each in charge of a district manager who has won his spurs as follows. Eastern District, O. S. Tweedy, with offices in New York; Central District, A. I. Philp, with offices in Chicago; Pacific Coast District, Joseph Weston, with offices in San Francisco. At present Tweedy is sales manager of the Continental company; Philp is vice-president and sales manager of Morgan & Wright, and Weston is secretary of the latter company. The headquarters of the United States Tire Co. itself will be located in New York.

The four manufacturing companies will retain their respective corporate existence and their officials will not be disturbed, but henceforth everything relating to the purchase or sale of tires will be conducted through the new organization. As fully three-fourths of the 1911 business already has been written, however, the full effects of the new arrangement will not become apparent until next fall. One of the most immediate steps will be the concentration of the various branch stores which now are separately maintained. In a number of cities there are as many as four of them, and in such places and wherever else more than one branch exists they will be consolidated into one establishment and operated under the corporate title United States Tire Co. Each of these consolidated branches will carry tires made by the four factories concerned. None of the four brands will be sacrificed or pushed to the disadvantage of the other, but there no longer will be such competition between them as has existed. Each brand will carve its own future on what is reckoned a logical and better ordered system.

"The re-organization and concentration is a perfectly logical step," said Manager Gilbert in speaking of the matter. "There is nothing new about it. It is in line with the best business thought, and, in fact, with the spirit of the times. There has been no secret about the ownership of our four companies. From the beginning it has been well and widely known that they all are under the roof tree of the Rubber

Goods Mfg. Co., and it is illogical that they should continue to be rivals and to pull against each other. The intention is that henceforth they shall pull together on the 'one-for-all and all-for-one' principle, and to present a united front to the 'common enemy,' so to speak. All our factories always have made high-grade tires and high-grades only, and they will continue to do so. While lessening the expense of marketing them is the chief purpose of the new arrangement, cheapening the cost of our products is no part of the policy. Each brand is an asset and such internal competition as will exist will rest in factory rivalry to produce the best tire. The new sales system will contribute to that result by equalizing or at least more evenly distributing the volume of production, and it will also offer conveniences and advantages to purchasers of tires, whether large or small quantities, that cannot be offered when four different sets of family rivals all are tugging at and more or less entangling the same string."

#### Remarkable Jump in Cycle Exports.

Although the previous ten months of 1910 showed a gratifying gain, November eclipsed them all in its increase in the exportation of American bicycles and parts. This increase of business during the month amounted to almost 90 per cent. over the same period of the preceding year, the actual values being \$79,644 and \$42,218 respectively—a monetary difference of \$37,426. The value of machines and parts exported during the eleven months ending November, 1910, as compared with that for the corresponding portion of the preceding year shows a decided tendency upward, the total amounting to \$671,678, as against \$626,432 for the same period in 1909.

#### Jobbers Sport a Trade Emblem.

Not to be outdone by other organizations in the manifestation of pride in membership, the members of the National Association of Bicycle Jobbers are commencing to use an emblem of the association on their station-



ary. The design is shown in the accompanying illustration, and now appears on the letter-heads and statement blanks of several of the prominent jobbers.

#### Weschler Returns from Coast Trip.

F. J. Weschler, who combines the offices of secretary, treasurer and sales manager of the Hendee Mfg. Co., Springfield, Mass., arrived home from a lengthy Western trip the day before Christmas. His trip took him to all the important cities of the West, includ-

ing those on the Pacific Coast, a portion of his mission being the establishment of the new Pacific Coast branch of the Hendee company in San Francisco.

#### Trade Meeting Will Break Records.

Generous as were the plans for the trade luncheon at the Hotel Astor, New York City, on January 12, where the cycle and motorcycle manufacturers and the jobbers are to be the guests of the Cycle Parts and Accessories Association, they now are being expanded, as it has been found that the affair is to be one of the largest trade gatherings in years, and that the attendance will in all probability considerably exceed that of the most successful of the summer meetings at Atlantic City. W. J. Surre, of the luncheon committee, has received a flood of letters from men prominent in the cycle and motorcycle trade, indicating that they will be present at the joint luncheon, which is to follow the sessions of the National Association of Bicycle Jobbers and the Cycle Parts and Accessories Association.

#### Oil Substitution and Its Prevention.

Substitution of inferior oils and the refilling of empty cans with such lubricants in place of the regular oil recommended by manufacturers has led some to furnish their oil in non-refillable cans. It requires an expert to spot bad oil. The best way to prevent an unscrupulous dealer from palming off poor oil for the regular fluid is to purchase a full can, making sure that the seal is unbroken. However, when one purchases a small quantity by measure from a can already opened, he has to take the dealer's word that he is getting what he asked for, and it is here that the foisting of low-grade oil usually is practiced.

#### Want Cycle Mud Guards and Two-Speeds.

Two-speed gears for bicycles are in demand in Canada, according to Deputy Consul General Harry S. Hill, who has been consulting a leading hardware merchant at Halifax, Nova Scotia, as to why British machines seem to enjoy a greater popularity in Canada than do the American makes. The fact that mud guards and chain guards are part of the equipment of many of the British bicycles gives them an advantage over the American makes, and the change gear feature on many of the English machines enjoys a great popularity.

#### Military Motorcycles at Toronto Show.

Motorcycles will be featured at the forthcoming automobile show at Toronto, Can., which this year will be held in the armory for the first time. Inasmuch as the exhibition will take place in a military building, special efforts will be made to demonstrate the utility of the motorcycle for military purposes. Machines will be shown specially equipped for army use, and daily demonstrations will be given to illustrate the adaptability of the motorcycle for ambulance and scouting work.



**HENDEE'S BIG FACTORY COMPLETE**

**Doubling of the Manufacturing Space and Equipment for Building Indians—Concern's Remarkable Growth.**

In itself presenting a most impressive evidence of the growth and substantial character of the motorcycle industry, the factory of the Hendee Mfg. Co., at Springfield, Mass., has been practically doubled since last year, the new portion having been fully completed and equipped with machinery. The enlarged factory has over

From 1903, when the Hendee company made 520 Indian motorcycles, the production each year has increased in remarkable jumps. In 1906 the company made 1,600 machines, and in 1907 it manufactured 2,166. For the season ending August 31, 1908, no less than 3,257 Indians were produced, with a net profit to the company of \$155,000, and for the fiscal year ending August 31, 1909, the production was 4,063 machines, with a net profit of \$250,000. Last year the season ending with August gave a production of 6,500 motorcycles, the company's net profit amounting to \$335,000. During the season the repair parts business alone amounted to a gross total of over \$200,000,

and his associates, while \$600,000 is in preferred 7 per cent. cumulative stock, which is convertible to common stock and some of which has been sold to New England investors at \$110 a share with the proviso that if not converted to common stock within 30 days after demand by the company it may be retired on the payment of \$125 a share and accrued dividends.

In January, 1901, Hendee and Hedstrom met at the cycle show in Madison Square Garden, New York City, where Hendee was exhibiting his bicycles, and the two went over a previous proposal by Hendee that they join forces and make motor propelled cycles. They reached an agreement,



ENLARGED PLANT OF HENDEE MFG. CO.—NEW PORTION ON THE RIGHT

three acres of floor space, and can produce 20,000 Indian motorcycles a year if pushed to night and day production, while the normal production is 10,000 machines per year, the number planned for 1911.

The new portion is the right half of the view given in the illustration. It is 264 feet long and five stories high, with a concrete cellar for storage. The central portion of the building consists of the joined ends of the two wings, where they come together in a V. In addition to giving more room and increased facilities to every department, the new structure has made possible a greatly enlarged experimental department, a feature which has held a prominent place in the Indian factory since its establishment. All the new and original features of the Indian are built and thoroughly tested in the experimental department before being offered on the market.

this business relating to about 20,000 Indian motorcycles in the hands of private owners, many of the machines being seven or eight years old, requiring extensive alterations and rebuilding to make them up-to-date.

The manufacturing plant and the contents are insured for \$900,000, and the net worth of the physical property, quite aside from good will and the other intangible assets, is placed at \$1,000,000. About 800 men are employed at the plant at present. The company has over 1,000 agents, and maintains distributing branches in Chicago, San Francisco and London. Early last year the company was re-incorporated under Massachusetts laws, the capitalization being raised from the original \$5,000 to \$2,600,000, better to agree with the value of the company's property and business. Of the capital stock, \$2,000,000 is common stock, all of which is owned by George M. Hendee

and in February of 1902 they leased the tool room of the old Worcester Bicycle Mfg. Co., at Middletown, Conn., where Hedstrom completed his first motorcycle in May. The machine was demonstrated in Springfield, and Hendee, with the aid of fellow members of the Springfield Board of Trade, was able to raise \$20,000 and start the company. In October of 1902 the Hendee company made an agreement with the Aurora Automatic Machinery Co., of Aurora, Ill., by which the latter was to make the Hedstrom motor, taking out a license to make a motor of its own to be known as the Thor. In 1903 the Indian motorcycle was offered to the public. The arrangement with the Aurora company continued in effect until March 5, 1907, when it was terminated by mutual consent and the Hendee company commenced the manufacture of its motors in its own shops.



## VIGOR IN A MOTORCYCLE CATALOG

Trade Literature of an Unusual Style—  
Creating Desire by Bold and Stirring Word Pictures.

Writers of advertising and trade literature nowadays endeavor to do considerably more than merely describe goods and give prices, and in their efforts to "create desire" or "whet the appetite" of the prospective customer, they sometimes turn out some pretty lively and enthusiastic stuff. As an example of how the motorcycle lends itself to this style of treatment, the following stirring sentences are culled from the introduction of the new catalog of the R-S motorcycle:

"Ever stand along the road and see one of these 'speed boys' brush by? Ever get an injection of that tingle of enthusiastic desire to beat it up a little yourself?

"No matter how you look at motorcycling, it's the acme of outdoor pleasure. It's the essence of all outdoor pleasures distilled into one. Just let that germ for 'shooting' over long country stretches get into your system; let the unbottled country air get into your lungs; get in the sunshine from head to foot! Why, man alive, it puts a new view of life right into you—just hammers it in! Delivers a second lease on living, and makes you kick the everlasting indigo out of blue Mondays, every day in the week. Puts you square on the job with your chest thrown out when it's time to be up and doing!

"Men, it's great sport, this motorcycling. And it's manly sport! Say, there's a thrill a minute; every chord in your body plays a tune of eager delight. It'll give you a brand-new view of the world you live in—broaden your vision of things you ought to know and ought to see. Surest thing you know, it will make a new man of you.

"Talk about bully good health, appetite and what it means to slam the door on business and go a humming cross-country! Why, it's got the happy days sign on anything that ever did cross your path in the 'life worth living' class! Take it straight! You go right to this wonder-sport!"

### Davidson Tells of Trade's Prospects.

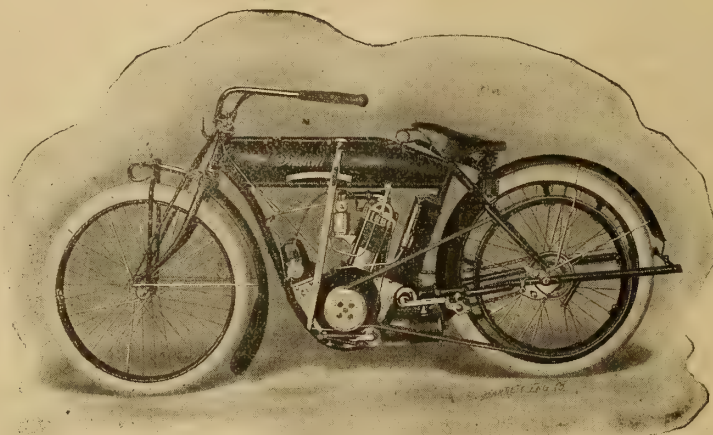
In reviewing affairs in Milwaukee during the past year and making prophecies of increasing greatness in 1911, the Milwaukee Sentinel on the first of the year published a special number in which various local manufacturers gave expressions of conditions in their lines. Speaking for the bicycle and motorcycle interests, Walter Davidson, of the Harley-Davidson Motor Co., indicated the Milwaukee situation as follows:

"The bicycle and motorcycle business seems to be 'coming back' in Milwaukee, and while the 1910-1911 season, which is now under way, really marks the first full return to importance in this line, the coming year will probably double the production.

The Harley-Davidson company will complete 8,000 motorcycles for the current season, and there are a few small shops where these machines are assembled which will turn out motorcycles to the full extent of their capacities. The reopening of the bicycle works at North Milwaukee will put Milwaukee back on the map in the bicycle business, and it is understood that the Meiselbach company expects to turn out several thousand bicycles for the coming summer business. The motorcycle trade is brisk and growing. The demand keeps ahead of the supply, and trade conditions, collections, etc., are satisfactory."

### Renold Reviews Chain Progress.

Taking stock of its progress during the past year, Hans Renold, Ltd., of Manchester, England, finds that it has made



BELT DRIVE FOUR HORSEPOWER INDIAN

considerable headway in persuading English motorcycle manufacturers to espouse chain drive. At the recent Olympia show the chain-driven motorcycles were much more numerous than in the past, and the Renold  $\frac{5}{8}$ -inch pitch extra strong roller chain was fitted almost exclusively for the power transmission on the higher powered machines of this type, including the Indian from America. The Royal Enfield lightweight and the Scott twin have  $\frac{1}{2}$ -inch pitch Renold roller chain, 3-16 wide, while the  $\frac{1}{2}$ -inch pitch  $\frac{1}{8}$  wide is used considerably for driving motorcycle magnetos. Renold cycle chains are standard equipment for 1911 on the bicycles of over 30 prominent British makers, including Centaur, Humber, James, Lee-Francis, Raleigh, Royal Enfield, Rover, Sparkbrook, Singer, Sunbeam and Triumph. Not the least of the company's triumphs for the year was its obtaining the Grand Prix awarded at the International Exposition at Brussels. In addition, the company's chain products were awarded two diplomas of honor.

### Before Inflating the Tire.

When about to inflate a tire, always give a few strokes of the pump before attaching it to the valve, in order to blow out any grit.

## CHANGES IN BELT DRIVE INDIAN

Free Engine Clutch in the Forward Pulley  
—Idler Operated by Independent Control System.

In withdrawing its "undergeared" belt drive model, in which the engine pulley and the rear wheel belt pulley were of approximately the same size, the Hendee Mfg. Co., of Springfield, Mass., in addition to its chain-drive models, has brought out a belt-driven, 4 horsepower Indian for 1911 that has a flat belt with small engine pulley and large pulley on the rear wheel, and that incorporates the new Indian free engine clutch on the engine pulley. The entire clutch mechanism is enclosed within the

pulley, leaving no projecting parts liable to damage. An idler or tension device is used in the new design. It is carried on the upper arm of a V-shaped flat spring, which is swung on a pivot beneath the driving pulley.

Beneath the lower arm of this spring is a cam provided with an operating arm, and the operating arm is connected by a rod to a small lever mounted on a notched sector on the top of the cylinder, within easy reach of the rider. It is claimed that on ordinary roads no application of the tension idler is required, but when heavy roads or grades are encountered, it is desirable to increase the belt tension, and this may be done by a single movement of the small lever on the top of the cylinder, which turns up the cam beneath the spring and increases the tension on the pulley through the idler. When it is desired again to diminish the tension, a single movement of the lever releases the latch and drops the cam beneath the idler spring. The free engine clutch in the forward pulley is operated in the usual way by means of a lever with handle at the side of the tank, giving the whole range between complete release and no clutch slip whatever. This arrangement of clutch and idler permits of a free engine without slackening the belt.



## REPLACING A BROKEN LAMP DOOR

Methods of Cutting the Glass and Making a Good Fit—Advantages of Using Strips.

When replacement of a broken door glass in a lamp, particularly a gas lamp of the separate generator type, is necessary, not every repair shop is equipped or knows how to perform the service, nor is the motorcyclist himself always aware that with the aid of a simple steel glass cutter, obtainable in any hardware store for 15 cents, such repairs may be made at home with ordinary window glass of "double strength," which also is inexpensive. Little time or skill is required.

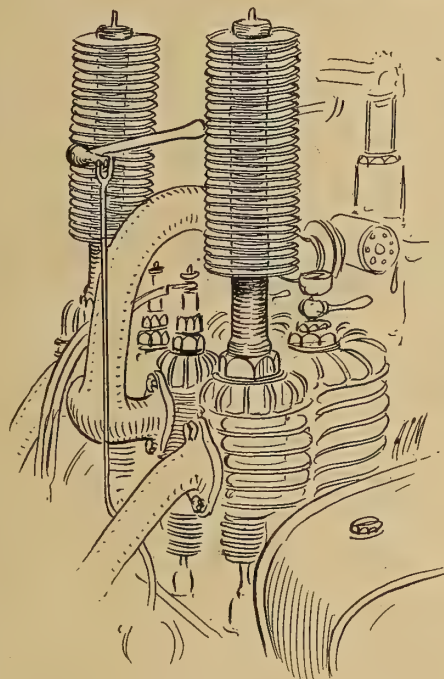
With a pair of shears or a sharp knife cut from a piece of paper or cardboard a templet or pattern the exact size of the glass. Then place a piece of the window glass over the pattern and scratch the glass with the cutter in a circle of the diameter required. In this connection there is one precaution to be observed in using inexpensive glass cutters made of steel. The first cutting or scratching of the glass must be sufficient, for, unlike the diamond, the steel cutter dulls rapidly when it is used to retrace the first cut. One cutting with a very moderate amount of pressure will be all that is required, however, for double-strength glass will break readily with one cutting even on a circle of quite small diameter. After the circle is cut or scratched, a pair of plyers can be used to advantage in breaking away the glass down to the mark.

The next and final step is to cut or scratch the glass along three parallel lines, so as to divide it into four parts of equal width. This is a very simple operation when a rule or something of the sort is used for a straight edge, and it is the secret of easy work in getting the glass in the frame. With the glass solid, it will be found very difficult indeed to get it in the frame without breaking, unless it has been cut so small as to be decidedly loose, in which case it will rattle and perhaps come out in the first rough running. When cut in sections, however, one piece can be put in at a time, beginning with the outside pieces in such a way as to get a good tight fit without much skill or effort. Moreover, with the glass in sections there is much more provision for expansion and contraction.

### Takes Care of Exhaust Valve Heat.

Ordinary air-cooled flanges not being sufficient to take care of the overheating tendency at the exhaust valves, ingenious, self-contained cooling devices have been added to the valves of the air-cooled engine of the Cyklonette, a gasoline operated tricycle made in Germany, which was exhibited at the Grand Central Palace automobile

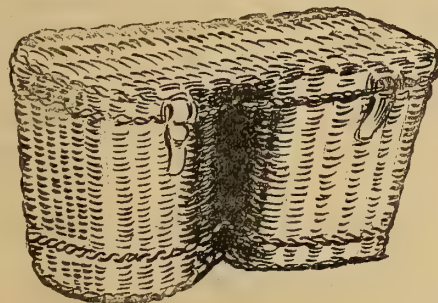
show in New York City this week. The engine is hung on the front fork of the tricycle, over the front wheel, and the exhaust valve radiators are simple standpipes with a number of thin copper radiating fins arranged as shown in the accompanying illustration. These short standpipes or radiators are partly filled with water, but all the air is pumped out of them before they are sealed, thus leaving a partial vacuum above the water when cold. The water is in direct contact with the outside of the exhaust valve pocket, and rapidly takes up the heat.



As the heated water rises, it creates thermosiphon circulation in the tube, with the hot water and vapor being cooled at the top by the flanges, and the water at the bottom cooling the exhaust valve.

### Hamper Designed for Cycle Use.

For providing stowage for clothing, lunch, spare tires or whatever else the cyclist or motorcyclist may wish to carry with him on a trip, an English manufacturer has brought out a hamper of special design, making it suitable for the rear of almost



any machine. As shown by the accompanying illustration, the hamper is recessed on the forward side, to accommodate the rear wheel, and is of ample proportions to carry quite a load if need be. Three styles are offered, in wicker, straw or fine split cane, respectively.

## HANDY KINKS FOR SOLDERING

Useful Aids in Treating Repairs Involving Aluminum, Brass and Cast Iron—Necessary Preparations.

Not every one who has to do with motorcycles knows how to solder properly, although the art once learned is comparatively simple. When a tank springs a leak or a feed pipe breaks and no repair shop is near, but a soldering outfit is available, it is a mighty good thing to know how to use it. The American Machinist gives the following directions for soldering aluminum, brass and cast iron, all of which are used in motorcycle construction:

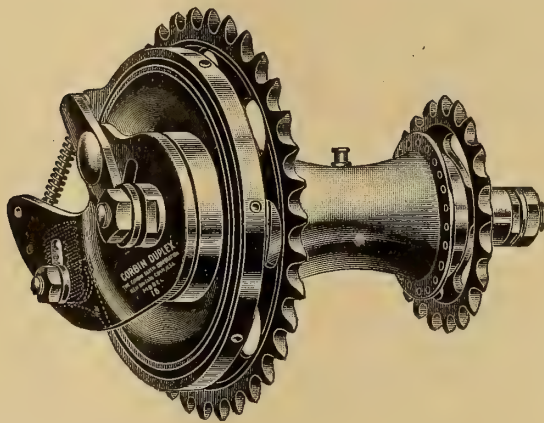
**Aluminum**—Prepare aluminum by cleaning the surface to be soldered. Apply sulphuric acid, then coat with tallow. Use a freshly tinned soldering iron with sal ammoniac. **Cast Iron**—When soldering cast iron parts, scratch brush the cast iron part to be soldered with a brass scratch brush. Then apply regular soldering acid, covering the surface with a thin coat of tallow by heating the cast iron just enough to melt the tallow. It is now ready to be soldered by using ordinary soldering iron with sal ammoniac bath. **Cast Iron and Aluminum**—Treat each part the same as described above, then press the parts together as desired, and heat enough to melt the solder. When finished dip in water. **Brass**—For soldering brass apply regular acid and solder, having surface to be soldered clean and dry. **Brass and Aluminum**—Treat the aluminum the same as described for brass. Then press together as desired, and heat enough to melt the solder. Have surface to be soldered clean and dry. Always have soldering iron clean by using sal ammoniac.

### Grinding Valves to a Snug Seat.

Grinding valves to a tight seat should hold no terrors for the average motorcyclist as the operation may be accomplished readily by using a thin paste of grinding compound mixed with oil, and then rotating the valve in alternate directions on its seat. The rotation may be accomplished by the hands, but this method is rather tiresome, and a screw driver inserted in the slot in the stem end will be found an improvement. If the rotation is actuated by a carpenter's brace, the process becomes quite simple. Care should be taken that none of the grinding compound gets in the cylinder, and great pains should be taken to wash out any remaining particles after the job is completed. Waste stuffed in the opening during the operation will prevent the compound working its way into the cylinder with the consequent danger of the walls becoming scored, but great care must be taken to remove all waste when the operation is complete.



**T**RIANGULAR friction band, fitting a large V-shaped drum; new releasing mechanism outside the brake, and an avoidance of all lever interference with chains—these are some of the features of the new



## 1911 Corbin Duplex Band Brake

**I**n the latest Corbin brake for motorcycles the band, instead of being flat, as heretofore, is triangular, two of its sides being applied to the inner faces of a V groove or channel of the drum, which latter is of larger diameter than in previous models. Altogether there is 50 per cent. more braking surface than in previous models.

### MODEL No. 18, CHAIN DRIVE.

Length over all outside of cones.....  $6\frac{5}{8}$  inches  
Chain line (both sides)..... 1 15-16 inches  
Spoke holes ..... 36 and 40

### MODEL 18-A, BELT DRIVE.

Length over all outside of cones.....  $6\frac{5}{8}$  inches  
Chain line ..... 1 15-16 to 2 7-16  
Spoke holes ..... 36 and 40

### MODEL No. 19, CHAIN DRIVE.

Length over all outside of cones.....  $7\frac{1}{4}$  inches  
Chain line (both sides).....  $2\frac{1}{4}$  inches  
Spoke holes ..... 36 and 40

### MODEL No. 19-A, BELT DRIVE.

Length over all outside of cones.....  $7\frac{1}{4}$  inches  
Chain line ..... 1 15-16 to 2 7-16  
Spoke holes ..... 36 and 40

# Corbin Screw Corporation

New Britain  
Connecticut

Licensed Coaster Brake Manufacturers



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## Accessory Tests by the F. A. M.

It would not be a bad idea for the F. A. M. to undertake the holding of some utility tests to demonstrate the efficiency of such widely used accessories as lamps, speedometers, brakes, stands, saddle, luggage carriers and the like. The average purchaser of a machine is totally at sea when he comes to selecting his equipment, and unless he has someone to advise him, he may either pick out inferior articles or some which do not give satisfaction. If there were some official records of tests of the various accessories it would be easier to determine the qualities of some features of the equipment. This not only would give just credit to goods which merited it, but would result in the improvement of those which had been heavily penalized, provided their makers wished to remain in business. There is nothing that is perfect and not a few accessories that are far from being so.

Such tests could be arranged by the competition committee, and the actual staging of them could be left with clubs, many of which are fully competent to hold them, and doubtless would be glad to do so for the prestige it would bring them. The conditions could be drawn by the competition committee after getting suggestions from

riders, and the committee should have an authorized representative on hand and in full charge when tests of this kind are being held.

The purpose of the tests should not be to bring out a mass of technical information which would confound the novice in mechanical matters, but facts of a general and readily understood nature. For instance, it would be very desirable to know how many hours various makes of lamps, both acetylene and oil, will burn on various charges and with various heights of flame; also how much light they give, their weight loaded and how they withstand vibration and wind. The same general sort of test could be applied to other accessories, and would bring out a lot of valuable information which could not fail to stimulate the sales of those goods that had shown up well. It is not believed that manufacturers of such articles would oppose a series of tests of this nature, provided the tests were fairly conducted under the direction of reputable officials that had no interest in the result, save that of bringing out the best qualities of the goods.

## DeRosier and the English Doubters.

Quite a flurry in English motorcycle circles has been created by the news that Jacob DeRosier, the American professional speedster, is to invade Great Britain and show his speed prowess in competition with the Englishmen. It seems that the English are well aware that DeRosier has a number of world's records "credited to him in America," but that with engaging insularity they take little pains to conceal their doubt as to whether he actually made the records that are conceded to him by the Federation of American Motorcyclists.

Steps are being taken for a match race between DeRosier and a C. R. Collier, whom the English papers proclaim as the "holder of the English hour record." This information has but a mild interest for Americans by reason of the fact that it promises no competition worth while, as there is a distinct lack of evidence on this side of the Atlantic that there is any such person as C. R. Collier, or even if there be such a man, that he ever rode a motorcycle in his life. If it could be shown satisfactorily that Collier and his so-called records are anything more than fiction, invented to meet sordid trade exigencies and the British desire for glory, the proposed match race series might hold promise of being well worth seeing,

despite the confidence as to the result that would be felt by those who know DeRosier's daring and ability as a motorcycle race rider.

Without laying claim to any multiplicity of attainments in other fields, DeRosier is a master in the particular and limited field in which he specializes. He knows the mechanics and technique of motorcycle racing as few men do, and he has the experience, the physical courage, the enduring strength, the quick ocular perception, the instantaneous muscular response and the game-ness or nerve for every phase of motorcycle competition and speed work.

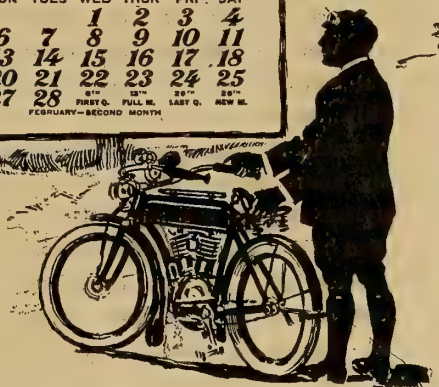
During the automobile show circuit season last winter there was much complaint in several cities on the part of the motorcycle exhibitors, that instead of being grouped in one section they were scattered about in various nooks and corners where they received scant notice and attention, and in consequence achieved very poor results. Now that the show season again is about to begin, it would be well for prospective motorcycle exhibitors to get together and insist on being massed in one division before signing contracts for space. When several motorcycle exhibits are grouped in a section they attract and hold the attention of show visitors, while if they are scattered to the four corners of the building, they either are overlooked altogether or else given scant notice by the people whom it is most desired to interest. A little firmness on the part of motorcycle exhibitors in refusing to sign contracts until such a demand is acceded to is all that is necessary to bring the promoters to terms, for they usually do not have such pressing demands for space that they can afford to ignore motorcycles or to antagonize their makers.

This is the season for clubs with lean treasuries to hold road contests and make some money. In the summer and fall, when the roads are good, a great percentage of the starters qualify for medals so that there is little if anything left for the club when the expenses are paid. In the winter it is different, however, as witness the experience of the Cleveland Motorcycle Club which received 29 entry fees for its New Year's reliability run, and will have to purchase only six medals. Surely this event should prove a moneymaker for the club, and furnishes an example for other motorcycle organizations.



# Coming Events

1911 JANUARY 1911							1911 FEBRUARY 1911						
SUN	MON	TUE	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				
JANUARY—FIRST MONTH							FEBRUARY—SECOND MONTH						



January 9-14, Buffalo, N. Y.—Six day race at Broadway arsenal.

January 12, New York City—Cycle Parts and Accessories Association's winter meeting at Hotel Astor.

January 12, New York City—National Association of Bicycle Jobbers' winter meeting at Hotel Astor.

January 15, Oakland, Cal.—Opening motorcycle meet on new Elmhurst motor-drome.

January 16, Buffalo, N. Y.—Ten hour amateur cycle race in Broadway Arsenal.

January 16-21 New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

January 28, New York City—C. R. C. A.

## Rockford Plans Big Race Doings.

Striking evidence that motorcycling enthusiasm in the Middle West is advancing by leaps and bounds for next year is to be found in the ambitious contests which clubs in that section are planning for the coming season. Not to be outdone by any of its progressive brethren in other cities, the Rockford (Ill.) Motorcycle Club proposes to hold several big race meets during the season, commencing with May 30. Following the meet on July 4, it is planned to have the start of the projected 500 miles endurance run across the state start from that city. It is expected that the Chicago, Dubuque, Freeport and Elgin clubs will co-operate with the Rockfordites in pushing this ambitious plan to a successful fruition. It is confidently predicted that such a contest would attract over 300 entries from the immediate territory.

## Cyclists Invited to C. R. C. A. Ball.

Notices were issued this week announcing the annual ball of the Eastern Division, New York City, Century Road Club Association, which will take place February 21, 1911, in Westminster Hall, Lenox avenue and 114th street. Those who attend the function are promised some surprises

annual dinner at the Broadway Central Hotel.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

both in attractions and souvenirs, and a cordial invitation is extended to all cycling clubs in the city. The committee of arrangements consists of the following: A. R. Cooley, chairman; S. Segal, L. Segal, B. Baker, H. Kelley, J. Clement and G. Bieregel.

## Indianapolis Wants F. A. M. Meet.

Using the motor speedway as its trump card, the Indiana Motorcycle Club, of Indianapolis, is after the 1911 F. A. M. meet, notwithstanding the fact that it had the gathering two years ago. At that time the racing program was a fizzle on account of the unfinished state of the track, but now that it has been resurfaced with brick and is said to be in fine shape, the Hoosiers want to play hosts at the annual convention again. It is said that the club is going to send a delegation of boosters to the Chicago show to plead its case.

## Iowa-Illinois Race Circuit Scheme.

Representatives from motorcycle clubs in Chicago, Aurora, Dubuque, Freeport, Elgin and Rockford have organized the Illinois-Iowa Race Meet Association with the following officers: J. D. Simlot, Dubuque, Ia., president; Philip O'Neil, Elgin, Ill., vice-

president; D. J. Marks, Rockford, Ill., secretary, and Herman Esch, Dubuque, Ia., treasurer. A race meet promotion committee was appointed to consider plans for the coming season, which will be submitted to the officers of the Western division of the F. A. M., with the idea of getting sanctions for all meets. The preliminary plans of the committee, which meets on the 12th inst., are to hold a three day meet during the week of July 4, the first day's races to take place at Rockford, the second on the following day at Elgin, and the third day's program to be held at Dubuque.

## More F. A. M. Jewelry in the Works.

Encouraged by the immediate success of the watch fobs with the F. A. M. insignia, Dr. G. B. Gibson, secretary-treasurer of the Federation, is developing a more extended line of jewelry for members, the new designs including stick pins and cuff links, in gold plate and enamel effects that combine the F. A. M. emblem and colors. In addition, sweater emblems of cloth, with the F. A. M. design and colors are being made up. The new offerings are to be ready by the first of February, at which time descriptive circulars with detachable order blanks will be sent around to the F. A. M. membership. A scheme is on foot to have F. A. M. jewelry in solid gold given to faithful workers.

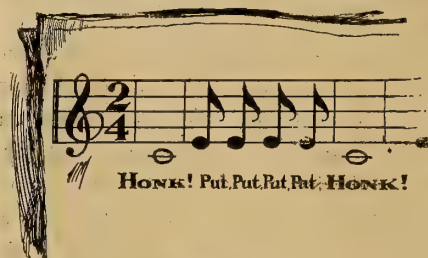
## Newark Will Have No Six Day Race.

No six day cycle race is to be held in Newark, N. J., this year. It is intimated that the rumors of an attempt at a "fixed finish" in the New York six day race, despite the fact that one of the parties to the combination "double crossed" the others and finished first when he was scheduled to finish fourth, had considerable to do with there being no Newark six day affair, as the Newark fans do not care for that sort of racing.

## Jersey "Insurgents" are Organized.

The Newark Motorcycle Club, of Newark, N. J., has been organized with the following officers. Joseph Hester, president; Percy Drummond, vice-president; William James, secretary. Both Drummond and James are members of the New Jersey Motorcycle Club, of which the new organization is said to be in the nature of an insurgent offshoot.

## FAMILIAR NAMES ILLUSTRATED



"THIEM"



**SEVEN WIN MEDALS AT CLEVELAND**

Hard Going Plays Havoc with Many of the 29 Contenders in Oberlin Run

**—The Scores.**

That there are quite a few Cleveland (Ohio) motorcyclists who are all-the-year-round riders was proved on New Year's Day when 29 men turned out for the Cleveland Motorcycle Club's first event of the year, a reliability run to Oberlin and return, 75 miles. Although the distance looks easy, the roads were not conducive to perfect scores, and although all but four of the starters finished, only seven earned perfect scores, and the silver medals that go with them. The honor men were as follows: P. J. Carlton, Emblem; Walter Uterbank, Minneapolis; L. F. Kissig, Indian; Ed. Reichel, Thor; Ed. Hawkins, Thor; M. Speck, Emblem, and W. J. Lister, Harley-Davidson.

The men left Cleveland at 8 o'clock a. m., and soon found the going bad. There were some remarkable skids and slides across the road, which often resulted in both man and machine bringing up in the direction from which he just had come. With this treacherous "footing," 14 miles an hour, which the schedule called for, looked big, and most of the men failed to average it as the table shows. While there were many spills, only one was at all serious, and that was when William Howe (Harley-Davidson) took a flop at Shawville and sprained his forearm. That put him out.

Another who failed to survive was F. Huttinger (Excelsior) who bumped into a buggy and put his machine hors de combat. The other delinquents were P. H. Sheridan (Thor) and Paul Cone (Merkel), both of whom lost all track of the schedule and finished so late as to be out of the running. At Oberlin one hour was allowed for dinner and repairs. C. H. Taylor, a Cleveland automobile dealer, donated his services and a car as pilot and played the role of the good Samaritan to those who got into trouble. The complete scores follow:

	Points.
P. S. Carlton (Emblem).....	1,000
Walter Uterbank (Minneapolis)....	1,000
L. F. Kissig (Indian).....	1,000
Ed. Reichel (Thor).....	1,000
Ed. Hawkins (Thor).....	1,000
M. Speck (Emblem).....	1,000
W. J. Lister (Harley-Davidson)...	1,000
Ralph Hinoush (Indian).....	995
Martin Storm (Thor).....	993½
Arthur Lees (Harley-Davidson)...	991½
E. Hill (Indian).....	989
F. J. Vincent (Minneapolis).....	989
L. F. Jacobs (New Era).....	989
H. H. Sill (Merkel).....	988½
L. J. Mueller (Indian).....	988
G. Crandall (Indian).....	985
Charles Steiner (Indian).....	984
E. H. Tracy (Indian).....	979
C. A. Tunte (Harley-Davidson)...	978½
A. M. Webster (Harley-Davidson)...	973½
William Coleman (Excelsior).....	968½

Howard Reif (Emblem).....	960
Richard O'Reilly (Emblem).....	958
G. W. Lister (Yale).....	933
T. F. Rogers (Indian).....	912½
Paul H. Sheridan (Thor).....	Out
Paul J. Cone (Merkel).....	Out
F. Huttinger (Excelsior).....	Out
William Howe (Harley-Davidson)	Out

**Balke Makes New Amateur Records.**

Just as the year 1910 was breathing its last, the Indian warriors on the Pacific Coast made a final attack on the record table, and although the results cannot be officially accepted until well in 1911, the last day of the old year appears to have seen the gathering of a substantial bunch of scalps in the record line. Late on Saturday afternoon, 31st ult., Charles Balke, on an Indian shod with Goodyear tires, went out on the Los Angeles motordrome and bettered all amateur record time from two to 20 miles inclusive. His time for the total distance was 14:11½. The records for these miles had been made by M. J. Graves, on a Merkel, only three weeks before. On account of the high wind, Balke did not start until dusk, and he finished in the dark. The formal acceptance of the records now rests with the chairman of the competition committee.

The record for the amateur one mile with flying start, in last year's table of the accepted motorcycle records of 1910, was erroneously given to Graves, at :42½, whereas it really belongs to Raymond Seymour, whose ride of one mile on an Indian in :41½ at Los Angeles on October 29, 1910, has been officially accepted by the F. A. M. competition committee as the record for the distance.

**Londoners in a Night Contest.**

A club run of 150 miles, or 200 at the most, is considered something worth while in this country, but even the longest American contest of an sort does not hold a candle to the first winter club run of the Motor Cycling Club, Ltd., of London, from London to Exeter and return. This strenuous English affair was held on December 26 and 27. The distance was 322 miles total, or 161 each way, and it required 24 hours to complete. One of the most unusual features of the contest, which also helped to make it difficult, was that it started at 7 o'clock at night, and the contestants rode all night, being due at Exeter at 6:45 the next morning. In view of the very disagreeable weather which is to be found in England at this time of the year, it well can be imagined that with mud, greasy roads, fog and rain, the night run was no joy ride. A two hours stop was allowed at Exeter, the riders starting back at 8:45 a. m., and being due at the finish at 6:46. Despite the strenuous nature of the contest, it created great enthusiasm among the English riders and attracted an entry list of 80. Among the entries were three Indians, two "7's" with sidecars and one "5" in standard form.

**WICHITANS HOLD A ROAD RACE**

Bennett Captures the Cup—Rode a Machine with Which He was Unfamiliar  
—Another Race Proposed.

Changing one's mount on the eve of a race usually means the sacrificing of all chances of winning, but there are exceptions to all rules, as was shown when Wells Bennett, of Wichita, Kans., mounted on an Indian, with which make he was unfamiliar and which he never before had ridden, won the motorcycle road race from that place to Newton and return, 52 miles, on the 26th ult. His time was 1:05:00, only 35 seconds slower than the record made two weeks before. W. E. Turner, Excelsior, took second, in 1:06:25.

The list of starters was as follows: Max Wilson, Harley-Davidson; Ray Weishaar, Indian; Tremell, Racycle; Ashenfelt, Indian; Wells Bennett, Indian; Cunningham, Harley-Davidson, and Ames, Indian.

Bennett had entered a Thor and fully intended to ride it, but at the last moment something went wrong, and he was forced to look around for another mount. A four horsepower Indian being offered, he accepted, although he was strange to it, and went out and surprised everybody by winning. While Bennett rode a good race, accidents to the others also contributed materially to his victory. Several of the other riders were put out of the running by mishaps.

Ames, of Walton, on an Indian, was unfamiliar with the course, and hit a bad spot in the road outside Wichita at high speed. He was tossed through a hedge fence and shaken up enough to put him out of the race. A broken belt was responsible for the retirement of Max Wilson (Harley-Davidson), and the rear wheel on Ray Weishaar's Indian collapsed.

By his victory Bennett won the \$75 cup offered by Honer & Chaney, local dealers, and it was presented to him at their establishment in the presence of a large crowd on the night following the race. Several of the contestants still think that they can do better, and another race over the course is being talked of.

**Mt. Vernon Club Chooses Officers.**

At the annual meeting of the Chester's Motorcycle Association, Mt. Vernon, N. Y., held on the 27th ult., officers of the coming year were elected as follows: R. A. Todd, president; W. A. Ford, vice-president; John Beveridge, Jr., secretary and treasurer. It was decided to co-operate with the local authorities toward suppressing speeding and reckless riding. A committee was appointed to secure suitable quarters. The prospects for the club look bright, new applications flowing in steadily.



## WICKWIRES MAKE A CLEAN SWEEP

Take All the Events at San Antonio New Year's Day Meet—Rex Wickwire a Professional.

It was a Wickwire day at the San Antonio (Tex.) Motorcycle Club's meet on the Fair Grounds track on New Year's Day. Rex Wickwire, the local crack, and his cousin, Bryson Wickwire, who made his racing debut, divided the entire card between them. Rex made his first appearance as a professional and bagged both money events, while Bryson distinguished himself by winning the trio of trade rider events. Both men rode Indians.

There was one sensational accident which resulted in painful injury to O. L. Clark, a Dallas pro. A front tire went down on Clark's Merkel and it looked like a very bad spill, but Clark escaped with bruises and after being patched up by a physician returned to the track as a spectator. A meet scheduled for the following day was called off on account of bad weather. Summary:

Three Miles, Singles, Trade Riders—Won by Bryson Wickwire, Indian; second, Deer, Indian; third, Sessions, Harley-Davidson. Time, 3:39.

Six Miles, Twins, Professional—Won by Rex Wickwire, Indian; second, E. Hasha, Indian. Time, 5:49.

Nine Miles, Handicap, Trade Riders—Won by Bryson Wickwire, Indian; second, Derr, Indian; third, Sessions, Harley-Davidson. Time, 10:32½.

Six Miles, Handicap, Trade Riders—Won by Bryson Wickwire, Indian; second, Derr, Indian; third, Otto Leoloff, Thor. Time, 7:06½.

Three Miles Match, Rex Wickwire, Indian, versus Arthur Mitchell, Merkel—Won by Wickwire. Time, 2:56½.

## Louisville Club After Members.

With the biggest attendance in its history, the Louisville Motorcycle Club, of Louisville, Ky., held its first monthly meeting of the new year on Monday night, 2d inst. A strong campaign for new members was started, and R. L. Davis, the Louisville agent for Pierce and R-S motorcycles, offered a motorcycle as a prize to the man securing the largest number of new members by the first of March. He was asked by the members as to whether the machine would navigate, and whether it was old enough to vote, but on these points he refused to be closely questioned. R. O. Rubel, agent for the M-M, offered a year's subscription to a motorcycle magazine as a prize, and J. B. Coblens, a very enthusiastic member, offered a box of cigars, after which G. N. Robinson, one of the club's live wires, offered a new Solar motorcycle lamp. The offers were received with enthusiasm, indicating that there is to be plenty of competition for the prizes themselves and for the honor of winning them. The club expects to rank among the largest. A smoker is to be given on Monday night, 9th inst., to which every motorcycle rider in Louisville is invited.

## Losser's Bride Fetes Clubmen.

Members of the South Side Motorcycling Club, St. Louis, Mo., are extending congratulations to Harry Losser, one of the organizers of the club who became a benedict on December 28. The other party to the contract was Miss M. Kuechler. On New Year's Eve Mrs. Losser tendered the club members a surprise luncheon.

## Gibson Affiliates His Own With His Own.

For the benefit of those who do not know it, it is proper to point out the Worcester (Mass.) Motorcycle Club has the name of National Secretary Gibson on its roster. Therefore it is with some pride that he announces the affiliation of "his own" club in the F. A. M. with 32 members.

## LIFTS TOLEDO CLUB SUSPENSION

Chairman Thornley Hopes They Now Know Competition Committee's Views—Cause of Trouble.

Feeling that the punishment already inflicted was sufficient to teach the club a salutary lesson as well as to duly impress other organizations with respect for the authority of the F. A. M., Chairman Thornley this week announced that the competition committee had lifted the suspension imposed on the Toledo (Ohio) Motorcycle Club last fall for conducting a race meet without a sanction, and putting seven horsepower machines on a half mile track. Chairman Thornley's formal notification to President Coffman, of the Toledo Motorcycle Club, of that body's reinstatement was as follows:

"It gives me pleasure to inform you that a majority vote of the competition committee, the members of the Toledo Motorcycle Club who participated in the unsanctioned meet last fall have been reinstated and are now in good standing. I think it only fair to inform you, however, that there was a very strong sentiment among the members of the committee that the offense of the Toledo club in taking in men from a distance and putting a seven horsepower machine on a half mile unbanked dirt track was of so serious a nature that there was a decided disposition to continue the suspension for at least six months from the date of the offense.

"I feel, however, that we have done the right thing by the club in simply showing by our action the thorough disapproval of the F. A. M. of such procedures, and feel that the Toledo club will not offend in this particular again, and I trust that the example set will prevent other clubs from doing the same thing."

## Poughkeepsie Riders Reach Red Hook.

After sliding and skidding over 22 miles of slippery roads on their New Year's run from Poughkeepsie to Red Hook, it was with keen appetites that seven members of the Poughkeepsie (N. Y.) Motorcycle Club sat down to a turkey dinner at the Hoffman Inn, in Red Hook, on Monday afternoon, 2d inst. When the seven mud-spattered riders arrived at the rendezvous, they found awaiting them three of their brethren who had preferred the cushions of a railroad coach to the saddle. After the real dyed-in-the-wool enthusiasts had made themselves presentable, all hands sat down to a fine feast and made merry in honor of the occasion. Those who went via gasoline were the following: Clinton G. Price, Harry English, Edward Ryan, J. Emott Andrews, Howard Brown, Dean Burgess and William Sherow. The train riders gave no names.



OFFICIALS AT SAN ANTONIO MEET



**GULICKSON FIRST AT TARRYTOWN**

**Midnight Cycle Race from Columbus Circle, New York City—Merrymakers Cause Several Falls.**

From a field of 15 starters Hans Gulickson, of the Hackensack Wheelmen, won the midnight bicycle road race from Columbus Circle, New York City, to Tarrytown, 23 miles, on Sunday morning, 1st inst. Gulickson's time was 1:23:40. He won from G. S. Askey, unattached, by the narrow margin of 10 seconds, and Harry Phykitt, a fellow club member of the winner, was third. The record for the race is 1 hour and 15 minutes, made by Martin Kessler, of the Monroe Wheelmen, in 1908.

As the men lined up for the start a few minutes before midnight, thousands of the merrymakers, who, armed with horns, bells, rattles and other noisemakers, were waiting to welcome the new year, gathered around the riders. So great was the jam that vehicle traffic was interrupted. Just as the chimes pealed forth the arrival of 1911, and amid the tooting of horns, ringing of bells and volley of cheers, the men were dispatched on their journey. In the excitement attending the getaway, several of the riders got tangled up with the crowd and fell. They immediately remounted and hurried after the leaders. As the cyclists hurried up Broadway they were followed by a score or more of admirers in taxicabs and private automobiles, who accompanied them beyond the city limits.

The race was run in two sections, one division finishing at Yonkers and the other at Tarrytown. Yonkers was the first checking station for the long division, and here the riders who were going to Tarrytown handed in a checking tag to the officials and continued on. Gulickson was the first to check at Yonkers, arriving there exactly 39 minutes after starting, while his club-mate, Phykitt, was only one second behind him, and another second marked the arrival of the third man, Westley Frysell, an unattached rider. The men were allowed to follow any route they chose, but judges were placed at secret points to watch for any attempts at pacing, which latter was forbidden, and as a further precaution three unknown spotters started with the men to guard against the same thing. No attempts were reported.

Of the 15 starters, 13 reached Yonkers, the two who dropped out being J. Higgins, of New York City, and C. S. Peene, of Yonkers. Five of those who reached Yonkers pushed on to Tarrytown, the others stopping at the first-named place. On the run to Tarrytown Gulickson maintained his lead, but G. S. Askey, who reached Yonkers five minutes behind the leaders, made up his lost ground and pulled up front. On the final sprint he beat out all except Gulick-

son. No falls or accidents were reported.

The Gerbereux Cup, which is awarded to the Tarrytown winner, was donated by Edward Gerbereux.

It has been won by three different riders in the last three years. Another Tarrytown trophy is the Oatman Cup, given by Joseph

Oatman. The Simms Cup, given by Charles E. Simms, has been in competition for the last 12 years, and only one rider has won it twice. The committee in charge of this year's race consisted of George P. Jenkins, chairman; Edward Gerbereux and M. L. Bridgeman. Summary:

	Yonkers.	Tarrytown.
Hans Gulickson, Hackensack Wheelmen.....	0:39:00	1:23:40
G. S. Askey, unattached.....	0:42:00	1:23:50
Harry Phykitt, Hackensack Wheelmen.....	0:39:01	1:25:15
D. J. McIntyre, unattached.....	0:41:00	1:27:05
Westley Frysell, unattached.....	0:39:02	1:28:00
A. G. Askey, unattached.....	0:40:00	
William Hopp, A. D. T. Messengers.....	0:42:01	
William Farrell, unattached.....	0:44:00	
James Crowley, Yonkers Y. M. C. A.....	0:45:00	
John Tipp, Yonkers Y. M. C. A.....	0:45:30	
John J. Graney, Dobbs Ferry Wheelmen.....	0:58:00	
K. Van R. Gibson, Columbia University.....	0:59:00	
John R. Hanrahan, Dobbs Ferry Wheelmen.....	1:00:00	

**Fisher Best of the Night Riders.**

Over a 16 miles course, a full mile longer than previous ones, Franklin Fisher won the Empire City Wheelmen, Brooklyn, N. Y., annual midnight road race on New Year's morning, and broke the old course record by three-fifths of a second. His time was 45:57½. Peter Smith was second, and Arthur Rhodes finished third. Sixteen men started, more than in any other midnight race around the Metropolis, and six other entrants either arrived at the starting point too late or were left at the post. Fisher arrived at the starting point with but a few seconds to spare, having come fresh from the Seventy-First Regiment meet where he had ridden earlier in the night. It was very dark, there being no moon, but the roads were in fine shape. At the start Fisher went to the front and unwound a pace that shook off all but Smith, who hung on until Parkville was reached on the return trip, when he was "lost." From there to the finish Fisher made a runaway, and when he finished the second man was not in sight. The course was from Bedford Rest to the sea wall at the end of the Speedway and return. The first ten men to finish in the order of their arrival were as follows: 1, Franklin Fisher; 2, Peter Smith; 3, Arthur Rhodes; 4, Joseph Malloy; 5, A. C. Kennedy; 6, Arthur Winges; 7, Frank Mehrman; 8, Matt Barnett; 9, William Seegelken; 10, Robert Bennett.

**Surprise in Buffalo Flat Floor Races.**

Spectators at the Seventy-fourth Regiment games, Buffalo, N. Y., Saturday night, 31st ult., saw two exciting bicycle races, one of which proved a genuine surprise in result when the handicap favorites were beaten by a newcomer. In the mile open Fred Schudt, E. Arnez, Joseph Schieder, Edward Delling, Edward Young and Joseph Tanner all qualified for the final. In the final it was all Schieder, however, for the local crack went to the front at the halfway station and never was headed. Two men went down in the last lap, Tanner going first, and Delling following in trying to avoid him. The order of finish was.

Schieder, Young, Arnez and Schudt. Time, 2:21. There was nothing doing for the back markers in the two mile handicap, and the only one of them to be in at the finish was Tanner, a 50-yard man, who got fourth. John Ricotta, a recruit out for the first time, served up a dish of speed that carried him past the field and gave him the victory. Safford, Anthony and Tanner trailed in that order. Time, 4:31. Two of the stars, Schieder and Schudt, did not have a look-in in the final, the former being shut out in his heat, while the latter hit the floor in his trial.

**Many Falls at 71st Regiment Games.**

Much to the surprise of his admirers and the spectators in general, William Vanden Dries, the N. Y. A. C. flat floor crack, did not win the two miles bicycle handicap at the Seventy-first Regiment Armory games, New York City, on Saturday night, 31st ult. After qualifying in his heat without difficulty, Vanden Dries "blew up" at the halfway post in the final and quit. E. H. Goodwin, an Irish-American A. C. man, won the race from the 120 yard mark. His time was 4:54½. C. A. Mohrman, a member of the same organization, with 80 yards, got second, and H. A. Clouse, of the Mohawk A. C., 145 yards, finished third. During the preliminary warming up there were a couple of painful accidents which, by a strange coincidence, will keep two brothers out of the saddle for some time. Harry Murphy, of the Empire City Wheelmen, fell on one of the turns and dislocated his left shoulder, and shortly afterward his brother, Thomas, crashed into a pillar and sustained injuries to his head and wrist. There were the usual number of spills.

**Cycle Champions of Two Nations a Team.**

Considerable significance is attached to the teaming of Walter Andrews, of Toronto, Canada, and Frank Blatz, of Newark, N. J., for the ten hour amateur race at Buffalo on the 16th, and they are expected to figure prominently at the finish. Andrews is the champion of Canada, while Blatz won the American championship last fall.



**KOCKLER CAPTURES THE "2:50"**

Chicago's Classic is Ridden Through Slush and Snow—Veteran Scofield Makes Good His Boasts.

Sliding and splashing through snow, slush and water, over slippery roads which floored every man at least once, and most of them several times, Nicholas Kockler, of Chicago, known among the Windy City cycling fraternity as the "strong man," won the twentieth annual "2:50" club race from Chicago to Pullman, 15 miles, on New Year's Day. Against a field of 16 men he was victorious by the narrow margin of 30 seconds. Kockler's time for the distance was 40 minutes flat, which is exceptionally good when the vile condition of the roads is considered. Incidentally, Kockler averaged 2:50 to the mile, the exact time from which the race takes its name. Fred Nelson, who has won the classic several times in the past, finished second, half a minute behind Kockler, and Alex. Peterson, who was chief scorcher in last year's event, arrived third, one minute after the winner. Only nine of the 16 starters finished, the others being put out by falls.

There were a few old-timers in the saddle when the field was sent away from 39th street and Grand boulevard at 10 o'clock Sunday morning, and quite a crowd saw the start. Of the contestants none attracted more attention than E. C. Scofield, 66 years old, and one of the veteran cycling enthusiasts in the country. He stoutly maintained his ability to stay with the bunch, and made good by finishing ninth, only six minutes behind the winner.

From the start the leaders whittled off a merry pace, and when Michigan avenue was reached the field was well strung out. At 63d street the riders picked up the car tracks and followed them to 73d street, then swinging into Cottage Grove avenue. This thoroughfare was followed to Stony Island avenue, the last shift putting them on the main line to Pullman without further change. There were no good stretches, the roads being in poor shape all the way, and spills were frequent. Several machines were wrecked in tumbles, while in other cases the riders decided they had had enough.

John Slattery showed considerable pluck in continuing despite a nasty fall, which cut a deep gash in his right knee. After stopping only long enough to bandage the wound, he went on and finished seventh. Alex. Peterson went a quarter mile out of his way, but was only a minute behind the winner. Approaching the finish there was a spirited sprint between the leaders, but Kockler managed to retain his slight lead to the end. Ernest Kockler, a brother of the winner, finished fourth. Although the riders had planned to eat their New Year's turkey at a Pullman hotel, in view of their

bespattered appearance they altered their plans and went to a modest restaurant instead.

Instituted in 1891 by Herbert Githens, N. H. Van Sicklen, Charles P. Root, George K. Barrett, and other prominent riders of that time, the 2:50 race still survives as the blue ribbon event in cycloedom in the Windy City. At the time of its inauguration the old high wheelers were in vogue, and there were few in those days who could do a mile in 2:50 or better. This was the name given to the event by its founders, and it still sticks. While none of the old guard took part in the year's contest, it recalled to many of them the experiences of days gone by. Summary:

	Time.
Nicholas Kockler .....	40:00
Fred Nelson .....	40:30
Alex Peterson .....	41:00
Ernest Kockler .....	42:00
H. F. Palmer .....	42:45
Frank Gayme .....	43:25
John Slattery .....	44:20
John Schlueter .....	44:50
E. C. Scofield .....	46:15

**Buffalo Six Day Has Ten Teams.**

Ten teams already are booked for the Buffalo, N. Y., six day ten-hours-a-day race which will be held in Broadway Arsenal during the week of the 9th to the 14th inclusive. The lineup is as follows: Iver Lawson and Fred Hill; E. F. Root and Joseph Fogler; Peter Drobach and W. S. Fenn; Floyd Krebs and Percy Lawrence; George Wiley and W. L. Mitten; Ernest Pye and A. J. Clarke; Frank Galvin and Oscar Schwab; Patrick Hehir and Alfred Goulet; Albert Crebs and Floyd Thomas; Gordon Walker and George Cameron. Saturday night's curtain raiser has a card of professional and amateur events. Following the close of the six day professional race on the 14th a ten-hour amateur event will be put on, on Monday, 16th.

**Macfarland Denies Marriage Story.**

No wedding bells have rung for Floyd Macfarland, the lanky California cycle race veteran, despite the fact that shortly after the finish of the six day race in New York City a metropolitan newspaper came out with a circumstantial story of how Macfarland had wooed and won a Miss Jolly, of Norfolk, Va., their marriage following within a week of their first meeting in Madison Square Garden. "Mac" always has been very much against "the marriage stuff," and has not fallen off the anti-matrimony wagon. He admits, however, that Miss Jolly in every sense accords with her name.

**Baltimore Rider is Injured.**

Thomas S. Taylor, of Baltimore, Md., a crack rider of the Crescent Bicycle Club, of that city, is suffering with a badly crushed right foot, caused by a heavy timber falling on it about ten days ago. Taylor first attracted attention as a rider on July 4 last, and since that time was much in the limelight.

**EMPIRES DISTRIBUTE WATCHES**

Award of Prizes is Made the Occasion for a Celebration—Speeches and Entertainment.

Fruits of their hard earned track victories during the past season were presented to the members of the Empire City Wheelmen, Brooklyn, N. Y., at their annual stag at Turnverein Hall, on Thursday night, 29th ult. Over 100 members and friends were present and were entertained by professional talent. The chief features of the evening were the presentations of prizes. On behalf of the Associated Cycling Clubs of Greater New York, Victor Lind, who is chairman of that organization, presented to the Empires a championship pennant won by their team at the Dexter Park meet last fall. Captain Samuel Barnett, who accepted the pennant in behalf of the club, made a fitting response. Carl Ericson, Franklin Fisher and John Becht were the recipients of club championship medals won at Sheepshead Bay. These were well earned, too, for a large field had to be disposed of and some of the vanquished proved no mean adversaries. The trio of medal winners got another visit from Santa Claus, as also did Fritz Hanson, Matthew Barnett and S. Seegelken, each of whom received a handsome stop watch. These time pieces were awarded for the special handicaps at Sheepshead Bay last summer. At the conclusion of the presentations Captain Barnett talked on the growth of cycling, and said that the manufacturers were authority for the statement that they had sold more bicycles during 1910 than in any previous year since 1902. Although he hopes to be selected as a member of the American team for the bicycle events at the Olympic games, which will be held in Sweden in 1912, Carl Ericson announced that he would go over and compete whether or not he makes the team.

**Mihlon Acquires Revere Beach.**

Frank B. Mihlon and John B. Chapman have secured control of the Revere Beach bicycle track at Boston, Mass., having bought out James Moran's quarter interest along with that of two other owners. Motor paced and sprint cycle races are to be carded at the track, which will be part of the Eastern circuit controlled by Mihlon and Chapman.

**Minstrel Show by Indiana Club.**

With the double purpose of creating enthusiasm among the local riders, and swelling the club treasury, the Indiana Motorcycle Club, of Indianapolis, is planning to give an amateur minstrel show in one of the Indianapolis theatres next month. Some of the best local amateur performers have agreed to take part.



## CORRECTS THE WEATHER ERRORS

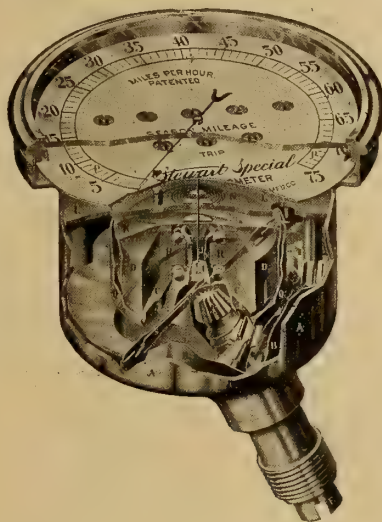
**Ingenious Device to Prevent False Speed Indications Due to Temperature Changes—Its Operation.**

There are possibly some motorcyclists who have been surprised at the apparent variations in the speed of which their machine is capable, and are unable to account for the fact that it will seem to travel faster in the winter than in the heat of summer. These speed readings are based apparently on indisputable evidence, in the form of their speedometers, and these being of standard make and always found reliable, the rider looks to some outside effect, such as the temperature action on the engine, to explain the phenomenon. If, however, the speedometer is of the type which depends on the magnetic principle for its action, the variation in readings at various temperatures may be found to be due to structural peculiarities in the instrument.

In the magnetic type of instrument the reading is secured through the agency of a rotating magnet, actuated by flexible shaft from the road wheel, and acting on a cup rounds the motor. As the aluminum plate, or stator, is affected by the temperature, its magnetic factor varies, and it answers more or less readily to the "drag" of the magnetic element, thus giving the varying results noted. In order to overcome this tendency the Stewart & Clark Manufacturing Co., of Chicago, has installed an ingenious compensating device in its multipolar speedometer, by which the error is corrected by slightly altering the position of the stator in relation to the rotor, the effect of its magnetic drag being thus varied. The instrument is shown, in the accompanying illustration, partly sectioned to give a better idea of the relation of its parts to each other and to indicate the functions of the addition to the mechanism. The rotor R is actuated by the shaft E through the bevel gearing F, and the inverted cup-shaped aluminum stator K covers the top of the magnetic ring D and surrounds its periphery between it and the protecting shell Q, which revolves as an integral part of the magnet. The shaft J, on which the inverted cup is mounted, carries on its extended portion an indicating pointer, swinging over the dial P through the action of electric currents generated in the cup by the rotation of the magnetic element, the pointer moving against the resistance of the spiral spring N.

The error in reading, due to the action of variation in temperature on the aluminum cup is corrected by the action of the same variation of temperature, but depends on the change in the diameter of the case to do so. Thus, the lever system S, depending on the expansion and contraction of the case A-B, is so arranged in its strong frame attached to the base of the instrument that

a contraction of the case will cause the levers to raise the lower bearing I of the shaft J, carrying the aluminum cup K. This has the effect of slightly raising the aluminum stator in the magnetic field, so that less lines of force are interrupted, with a consequent lessening of the drag. As the action of the decreased temperature is to lessen the resistance of the aluminum cup, thus increasing the flow of current with increased response to the magnetic action of the rotor, it will be readily seen that the raising of the cup tends to correct what would otherwise be an incorrect reading on the scale. The same relation holds true with an increase of temperature, only that both reactions take place in the opposite di-



rection and thus neutralize each other, giving approximately accurate readings throughout the scale and under varying temperatures.

Three of the 1911 model Stewart instruments were tested together with three instruments of another make without the compensating device, following the lines of a previous test in which considerable error was shown to exist in the readings. The instruments to be tested were encased in wooden boxes, which in turn were placed in a larger box designed to be filled with ice and salt to get a cooling mixture; or with heated water to raise the temperature of the test. The driving shafts were passed into the boxes through tubes, and were geared to a shaft driven by a variable speed friction transmission. Actual speed readings of the shaft were obtained by using an electrical contact breaker which served to commutate an alternating current, thus permitting the speed to be determined by a frequency meter. These readings were checked with an ordinary revolution counter used in connection with a watch.

The six instruments to be tested—three Stewarts with the compensating device and the three instruments of another make without the device—were tested in pairs at temperatures ranging from 17.6 to 131 degrees Fahrenheit, and their speed readings compared with those obtained from the calcula-

tions of the frequency meter indications. This comparison of the readings showed the compensated instruments to have average errors of 5.9, 5.9 and 4.3 per cent. throughout their range and at the varying temperatures, while the three uncompensated instruments, under the same conditions, showed average inaccuracies of 17.5, 23.0 and 28.2 per cent. respectively. The actual variations in miles per hour ran from 0.3 to 3.7 in the less accurate of the compensated Stewarts, while in the case of the uncompensated instruments the errors ranged from 2.8 to 13.3 miles per hour.

### Tight Ignition Circuit Connections.

In making connections in the ignition system careful attention may obviate future trouble. When the wire is attached to any of the binding posts included in the circuit, it should be bared of its insulation, scraped bright and wound around the terminal in the direction of the threads. If the winding takes place in the opposite direction, it will be seen that when the nut is screwed down, it will tend to push the wire from under it, while the former method insures the wire being drawn close to the post, and having a tight bearing in the terminal. The best practice consists of making a loop of the bare wire, slightly larger than the threaded portion around which it fits, binding the loop tightly with fine wire, with the free end coming back and paralleling the wire on the other side of the loop. The wire is then soldered with soft solder, such as is used by telephone mechanics. Where the wire is broken and again connected simple twisting of the ends together is not sufficient, but the ends, after being twisted, should likewise be soldered and then covered with insulation or tire tape. Wire should not be allowed to float freely, but should be secured in one position, and where it comes in contact with a metallic surface it is well to add extra insulation to guard against possible short circuiting. It is a good thing to look over all connections frequently.

### Handle Bar Mounting for Lamps.

One of the strongest arguments for mounting the lamp on the handlebars rather than on the frame is that in the former position the light follows the road when taking a turn at night. With the lamp mounted on the frame when a curve is taken in the dark, the light is projected straight ahead into space, leaving the rider to grope his way around the bend in darkness, with the possibility of running off the road or colliding with some vehicle which does not carry a light.

### Less Clearance for Inlet Stems.

Being more in the path of the cool incoming gases, inlet valves do not get as hot as exhaust valves. Consequently less clearance for heat expansion should be allowed between the stems and push rods of mechanical inlets than on the exhausts.



## USING LOWER GRADE GASOLINE

Change in Density that Requires Modifications in Carburation Systems—Utilizing Exhaust Heat.

While the production of gasoline has kept ahead of the demand, the density of commercial gasoline has gradually changed from 76 degrees to about 64 at which density it is sold at present. At the same time while the price has fluctuated, its general tendency has been upward, selling in some localities at present for 20 cents, as compared with 11 or 12 cents a few years ago. So gradual has been the increase in density of the gasoline as used in motorcycle engines that it seems to have escaped the attention of the users as well as the manufacturers of carbureters, as no changes seem to have been made in the carburetive systems to meet the increased density and offer the best mixture to the engine. Unless the oil fields are developed to meet the demand, at the present ratio of supply to demand, the density will continue to seek that of the less volatile petroleum products.

If means of vaporization could be provided, the use of heavier gasolines would show an increase in efficiency for the same amount of fuel over the lighter distillates. Those fuels which have a heavier specific gravity, have more carbon in them, which, of course, would cause them to show a higher fuel value in a test, or under favorable conditions to the extraction of the thermal units contained. However, for motorcycle use the difficulty of good vaporization of the lower-grade gasoline is such that the resulting fuel value is lower than that of the grade commonly used.

With a heavy fuel such a rich mixture is often obtained as to give a thick smoke together with a carbon deposit in the engine and the exhaust. This is so because the heavier gasoline contains more carbon in proportion to the hydrogen content than the lighter fuel, and as it takes two parts of oxygen to combine with one of carbon and only one part of oxygen to combine with two of hydrogen, it will be seen that the hydrogen combining more readily may exhaust the supply of oxygen to such an extent that the carbon is not wholly consumed, and is left in the cylinder as a deposit. Under such conditions, although the heavier fuel contains more power units, they will not be extracted, and the resulting force would be less than that afforded by a more volatile fuel. This economic result is considered aside from the harmful effects of incomplete combustion.

With the "under-production of gasoline" bugaboo, occasionally confronting the motorcycle owner and maker, the utilization of the lower grades of gasoline to the best advantage is of importance. Car-

bureter refinements must be looked to for a great deal of this work, tending toward the end of better vaporization of the gasoline by heating the carbureter, the gasoline, the intake air or by a combination of methods. Spraying under pressure, so that a thorough breaking up of the gasoline, together with its complete mixture with the air, should take place, would probably prove effective especially if in the presence of artificial heat.

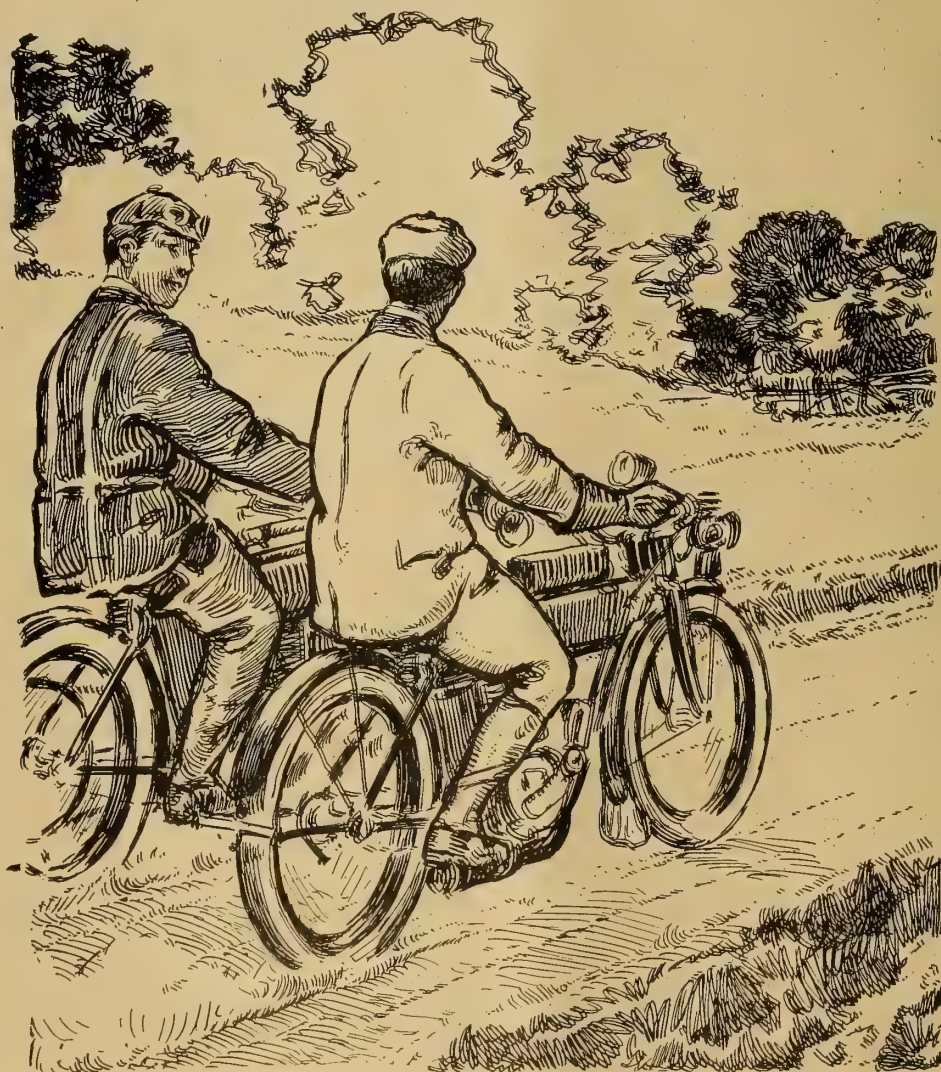
It might be possible to utilize the heat and latent power of the exhaust in both the heating and spraying treatment of the fuel, or a small rotary fan could be run, as is the magneto, and the gasoline sprayed from the pressure thus generated. The intake air could be pre-heated by passing a pipe through the exhaust tubes, through which the air could be drawn to the carbureter. A portion of the exhaust could be impinged on the gasoline feed or the carbureter as well as on the intake tubes running to the engine. Or the mixture might be fed to the cylinders by tubes passing through the exhaust and its manifolds. The matter might be possible of many various

developments, practical experience demonstrating which is the most efficient. Heating the mixture after leaving the carbureter would tend further to perfect it, and would prevent any drops of gasoline condensing in the tube. This would ensure a richer mixture with less gasoline, and would show economies.

The difficulty of starting would have to be met by priming the engine with a higher distillate or with some ether mixture such as is occasionally used now. After starting, the engine's applied heat would gradually increase until in a few minutes it had reached its maximum and complete carburation of the regular fuel would continue as long as desired.

### Weather Changes and Tire Pressure.

Before starting out on a trip attention should be paid to the tires to see that they are pumped full enough to stand up round and firm. On account of the effect of the atmospheric temperature on the air in the tires, causing the air to expand or contract as the weather becomes hotter or cooler, the tire pressure will vary.



"I wish the club would give us a good——"



## HORSEPOWER AND HORSES' POWER

Reasons Why Some Suggested Comparisons of Strength are Difficult—Finding the Tractive Effort.

Many motorcycle riders have the idea that their machines which are rated at 4, 5 and 7 horsepower will actually pull the load that that number of horses could. This, however, is not the case, as the measure of a horse's pulling capacity is an external quantity of work, while the horsepower rating of an engine is the interior, or theoretical, ability to do work and from this must be deducted the internal friction of the engine itself and the work used in overcoming the friction of the transmitting mechanism.

The actual horsepower output of the motorcycle as a whole could not be computed without knowing the friction co-efficient of each bearing, so the total friction could be deducted from the figured horsepower, but it may be determined in actual practice by

several methods. The pulling, or tractive force of the machine may be obtained by placing the motorcycle on rollers, tying the rear to the wall by a rope, a spring balance being introduced as part of the tie. The engine is then started up and friction applied to the rollers until the maximum point is reached at which the machine is capable of turning the rollers, and the pounds pulled is read directly from the balances. If a strong pair of balances are not at hand a lighter pair may be used by introducing a lever into the system, one end, the fulcrum, being fastened to the wall, the other end also being fastened to the wall, but containing the spring balance in its tie, and the motorcycle being attached to the lower at a point which is one-tenth of the distance from the fulcrum of the spring balance tie. The resulting reading on the balance must then, of course, be multiplied by ten to obtain the correct tractive force. The resulting figure is shown in pounds and as one horsepower is 33,000-foot pounds of work per minute, it will be seen that the distance traveled by the rollers in feet per minute enables one to determine the horsepower at the rear wheel,

which, of course, will be considerably less than the horsepower rating of the engine.

### Making Indian Spring Forks Rigid.

While the fact is quite common knowledge among racing men, it may not be generally known that the Indian spring fork of the leaf type can be converted to a rigid one for racing. Such is the case, however, and the way to do it is to remove the spring leaves, the forward suspension and the bell cranks, leaving the main rigid fork with truss, all ready to take the front wheel. In dismounting the fork, unnecessary work will be saved by unfastening the leaves at the fork crown, and the bell cranks from the axle and toes of the main fork, leaving the forward suspension intact at its connection to the spring and bell cranks. The forks will have to be drawn in considerably in order to get the axle nuts on, after the wheel is slipped in, inasmuch as the space allowed for the clearance of the bell cranks must be taken up. While the job may prove rather strenuous, it can be done by the liberal use of the muscles. When it is desired to change the fork back again, it will be necessary, of course, to spread the sides again to allow room for the admission of the bell cranks.

### Clean Hands and Dirty Repair Work.

A scheme used by many machinists for keeping their hands in condition and making the nightly cleaning-up process easy can be appropriated by motorcyclists in overhauling their machines or cleaning the engine. It consists in covering the hands with a thick soap lather which is well worked in and over the hands and under the nails, the latter being additionally protected by some of the soap itself being worked under them. The lather is allowed to dry thoroughly either in the air or over an artificial heat, after which any oily or dirty work may be performed in the usual manner. At the completion of the task it is only necessary to wash the hands in warm water to have the soap, which has been dried on the hands, form a lather which will carry the dirt and oil off in the rinse water.

### Looking for a Puncture's Twin.

When a puncture occurs, particularly one caused by a nail, tack, wire or similar instrument, there is more than likely to be a double hole in the tube when the wheel comes to a stop through the fact that after the tire goes flat by reason of the first puncture, the nail or other article is apt to be driven further into the tube by the pressure of the revolving wheel. Therefore, the obvious thing to do when repairing a puncture of this sort is to look for another one on the opposite side of the tube. It will certainly save time, for almost invariably neglect so to do in such cases necessitates the removal of the tube a second time.



—blow out!—?!!—



## ENGLISH LIGHTWEIGHT FOR WOMEN'S USE



Among the productions of the Enfield Cycle Co., of Redditch, is a  $2\frac{3}{4}$  horsepower lightweight which has been found especially suitable for women, because of its easy handling. The picture shows Mrs. Flanders, a well known motorcyclist, on her machine of this type.

## Trouble Follows Cop's Spill.

"I just got spilled by a Hunkie and I slugged him in the ear," is the remark that Motorcycle Patrolman Thomas W. Creedon is said to have made to another policeman at a big fire in Detroit, Mich., in November, and now Creedon has been called to account for the slugging. As Creedon on his motorcycle was making a quick run to the fire he ran into Charles Schowl, who was running about in the dark near the burning building but who was not a "Hunkie" or fireman. The policeman got a bad fall, damaging his kneecap and breaking off the horn, crank and handlebar of his machine. In his anger he struck Schowl, according to the latter, although the policeman in court denied it. Schowl claimed his left ear was made deaf by Creedon's blow, and Justice Ott, who heard the case, declared the policeman at fault and liable for damages.

## Motorcycle to Help "Hello" System.

Telephone service in Gardiner, Me., is to be improved by the addition to the New England Telephone & Telegraph Company's equipment of a motorcycle for the use of the trouble man. The machine is a five horsepower Indian twin, and was given its first trial on New Year's Day.

## Careful Course Saves the Tires.

The life of tires may be very materially increased by careful attention in riding and possible bad falls may be avoided as well. Rubbish should be avoided whether swept

up or accumulated, as it may contain broken glass, tacks or other articles which would injure the tire. Aside from the danger of falling, riding in car tracks should not be indulged in, as the small particles of steel formed by the abrasive action of the car

wheels on the rail are apt to cause punctures. The tires should be looked over before each ride to detect the presence of any tacks or other sharp articles which may have been picked up by the shoe and which could penetrate the tube.

## Equal Size for the Bearing Balls.

In case of a ball breaking in any of the bearings it is well to replace the entire set in that bearing and not alone the broken one. The balls are often reduced in size by wear, and even a reduction of one-hundredth of an inch will spoil the sweet running of the bearing if a ball of the original size is introduced. In adjusting the bearing for running, a slight slack should be allowed, the proper amount to be approximated by turning the cone back through about a quarter of a revolution after setting it down snugly against the balls.

## Strained Gasoline for Carbureters.

Much of the blame that is laid at the door of the manufacturers when the carbureter fails to work properly very often should be located nearer home. Particularly is this so if the rider fails to strain the gasoline before putting it in the tank. The smallest particle in the fuel may obstruct the jet. Considerable trouble may be avoided by cleaning out the float chamber once in a while, removing all sediment.

## Lubrication of Disc Clutches.

Never try experiments with the lubrication of a disc clutch; keep to the brand of oil recommended by the manufacturer.

## WHOLE FAMILY LIKES THE CYCLE BUSINESS



E. C. Cumble, of Dothan, Ala., proclaims his three boys as "coming bicycle men." He adds: "We feel that we are doing pretty well when we sell 300 bicycles and 15 motorcycles, as we did last season."



## ON THE PICTURESQUE PANAMA ISTHMUS ROAD

We had long heard of the delights of an Isthmian cycle run, and how everyone who came to Panama sooner or later sent for his cycle or motorcycle to try it on the delightful spins to be made. So, come Sunday and the weather approving, we set out for Old Panama. Old Panama is a deserted city once the greatest on the American continent, but now, since its sacking by the buccanneer Morgan, given over to vines and ruin.

It was afternoon when we set out. We cycled over the bridge leading across the railway, the picturesque Panama road, which crosses the continent in less time than does any other system. Then, out

Panama was riding by in his landau. Behind there followed another carriage with officers in yellow khaki, and then a third automobile with vigilantes for guard. They were going to a reception at the palace, and President Obeydio looked his best.

When another tempting road led off to Corozal, we got into the open country. We rode slowly here, the better to hear the bird songs, the most beautiful we had listened to anywhere. And again, some boys under the trees at the roadside were discussing our

went on to explain how the Spanish people down here live in the country in the dry season, and in the city in the wet. So they have two houses. Meanwhile the butterflies played about us and settled on the mud in the road.

Our road now turned very muddy. A recent tropical shower had crossed here, and the mud was fierce! We splashed on, nevertheless. We wondered that the large blue sweet peas, and the splendid yellow flowers on the leafless trees didn't die of a surplus of moisture.

Then a bridge appeared, the one around which so many folk were killed in the last revolution. But now, aside from a fence of



WHERE ANTS HANG THEIR HOMES ON TREES

through the negro quarter and into the Caledonian boulevard. It was a splendid road, and cycles were legion. Negroes in the street never once gave a glance at us, so common is the sight of an American on a wheel. Shops here were open, one and all, despite the Sabbath, but here and there negroes had taken a day off, and they sat on the porches, the white soles of their feet revealed as they tilted their legs skyward.

There was a Spanish house in a garden, which tempted us to halt and ply the kodak, but instead we let the machines glide on until a man, riding a horse with milk cans set in wooden frames on each side of the animal, forced us to manoeuvre and avoid collision. Hardly was this obstacle past before a Spanish girl, her hair down on her back, arrested our gaze, and almost caused us to topple over a rock in the path.

Then for the open highway, the famous Caledonias road! This Via Panamaya had been built by Uncle Sam, and in consequence it was a good road—just now the great drive and cyclepath for the Isthmus.

At one place a cock fight was on. In a shed we could see cocks on top of such of the walls as did not reach the roof. That was one feature. Another came when, with a shout, we were warned to make way and take the roadside, for the President of



A PANAMA PISCATORIALIST

machines, and we could not be rude and pass by without settling their doubts.

Then things began to grow dusty. The shrubbery along the road was dense, and here and there, above it all, a bare lignum-vitae arose, heavy with yellow blooms. Here another cyclist went whizzing by. He was a Salvation Army man, in uniform of dark blue and hat of white.

He halted after he passed in answer to our greeting and, chatting for the time, he



TRAFFIC ON THE VIA PANAMAYA



SIMPLE MANSION OF A NATIVE

crude poles with barbed wire strung across, there was nothing harmful in all the picture. Just taller lignum-vitae still, with not a leaf upon them, but with some splendid red flowers on top.

Sometimes a peon family passed afoot, the women and the men carrying great hemp baskets on their backs, or the woman with a broad wooden platter on her head which she balanced gracefully as she made way for us. In 1905, they told us, there was no road to drive through the country hereabouts.

Then more meadows, with cows and with diminutive horses; a Spanish house among the trees, and one out in the open hummocks. Grades were a bit harder here in this rolling country, and at times we almost envied the negroes on the little horses with the deep baskets at their sides. One could tell the different sorts of negro, not by their looks but by their twang. There were Jamaicans and Barbadoans and Martiniquans and Americans.

We overtook a simple botanist from the "States" who trudged on foot, while Spaniards rode nobly by on horses to the country to see their farms. Many of these farms are given over to raising the cassava which resembles a huge cucumber and is boiled before being eaten.



Some firemen were having a picnic out near the road. They were in scarlet shirts and made a gay scene, indeed, as they conducted their festivities in a building of screened porches, decorated with shrubs and housing a band that dispensed all sorts of native music. Here we were still in the Canal Zone, and we could see a police station of American build, and hence in the regulation zone architecture.

It was the rainy season, and though a dry yellow grass covered the country even now, causing us to wonder at its dryness, the negro huts had their roofs still wet, and where we looked back on the mighty mountains, we could see more clouds gathering. Around a tree trunk near the road some ants had built their nest, and they, too, seemed scurrying to shelter. Wayfarers hurried by with ominous remarks about the coming storm. It would be some distance to the next house—we had best turn and get to shelter while we might. It did seem a shame to back track when so near the goal, but already big drops were pattering. So we turned—and with long, lingering glance raced our way ahead of the shower back to Panama City. **FELIX J. KOCH.**

#### Races His Machine Against Ice Yachts.

It might be supposed that in Canada during the winter the lid is on tight as regards motorcycling, but such is far from being the case. In fact, the Canadians have devised a most thrilling winter sport in which motorcycling plays a leading part. It involves motorcycles racing against the speedy ice yachts on the lakes. Herbert Kipp, of Toronto, the Canadian five and ten miles motorcycle champion, is said to be the originator of the idea. Kipp frequently goes out on Toronto bay, which has an area of ten square miles, with his twin Indian and indulges in some exciting brushes with the speedy ice fliers. These yachts with a good side wind often touch from 40 to 50 miles an hour, and although Kipp has only bucked up against them a few times as yet, he already has so much confidence in his ability to beat them that he has challenged them to a race. There are many bays and lagoons on the island side of the land-locked harbor of Toronto, and Kipp frequently goes on his machine on little pleasure jaunts over the ice. He finds the slippery surface easy going even when he hits up a fast clip, and does not consider the "footing" dangerous. Just what he would do if he suddenly struck a five-foot crack in the ice is somewhat hard to answer, although Kipp maintains that he would not lose his machine.

#### Police Chief Wants Motorcycles.

Motorcycles for each of the outlying police districts are intended to be put in service by the chief of police of Cincinnati, Ohio. The police department is persuaded that with a motorcycle policeman in each district to answer emergency calls, the work of the department can be greatly improved.

## WINTER CYCLING IN FLORIDA

When Florida, the "land of flowers," is mentioned, the first thing the traveler thinks of is Florida's lovely climate with its sunny days lighted by the clearest of smiling skies, and its sleep-enticing nights; the next thing that occurs to him is—sand. If cycling or motorcycling is to be a part of one's Florida program, it pays to choose winter resorts with deliberation.

At such places as Tampa, on the west coast of Florida, it is hardly worth while to have a machine, as the sand just outside of the city, with the exception of one road leading northward, is too deep for riding; but as Tampa is but a residential and business locality, the tourist will not be likely to go there for more than one look.

The east coast resorts, however, have some fine roads, and into these the cyclist must turn if he wishes to enjoy Florida a wheel; otherwise he will encounter too many freshly-laid shell roads and too much sand, over which it is, of course, impossible for a bicycle and difficult for a motorcycle to go. The good places are: Jacksonville, with its asphalt streets and many miles of fine roads in every direction; St. Augustine, Ormond, on both sides of the Halifax River, a splendid mid-winter resort, where automobile racing is one of the attractions, and whose practically limitless stretch of smooth beach makes it a superb road. At low tide the sands are bared for 300 feet, and so hard are they that even carriage wheels scarcely make an impression on them. Next, on the west bank of the Halifax is Daytona, surely a "wheelman's paradise," as some one aptly named it. Here one can ride the year round. It is only a mile from the Ormond beach. Then there is Port Orange, as well as the quarter-of-a-mile-wide peninsula opposite, which has a good road leading to the Ormond-Daytona beach; Lake Helen, farther inland, from where the road may branch out to various other places, such as Deland, whose streets stretch many miles and are suitable for bicycle riders; Lake Beresford, with a sheet of beautiful water five miles distant (six miles from Lake Helen); Orange City, five miles south; and De Leon Springs, seven miles north. Some hundreds of miles south of these lies Palm Beach, where there is no way of getting about on land save by bicycles and wheel chairs; but it is a luxury to ride at the lovely place, for there are miles upon miles of asphalt to be rolled over even before one enters the open roads, which are of a kind a wheelman loves.

Palm Beach has two magnificent hotels, the Royal Poinciana and the Breakers. From the walks around and connecting these branch innumerable bicycle paths, from which at many points the rider can see

Lake Worth. He can also plunge into miniature jungles, emerge from them into groves and other tropical trees, pass beautiful residences and artistically laid-out grounds, with the sound of the old ocean always in his ears.

It is rather humorous to watch the variety of articles taken from the mainland on bicycles over the bridge. Not only baskets, boxes and various other reasonably-sized things are conveyed in this manner, but actually barrels of flour are taken over on bicycles!

At St. Augustine the bicycle is looked upon so much as a matter of course that it astonishes a Northerner to see what can be done on one. Ladies never think of dressing especially for a ride, but may be seen in all white, full-street and silk costumes. Not a single bicycle suit is worn by anyone, and half the riders, women as well as men, seem as capable of guiding their wheels with one hand as if there were no such thing as danger, even unconcernedly carrying open umbrellas when they happen to want to ride on a rainy day. As for the small boy (and girl, too)—he is in conspicuous evidence as he careers along at break-neck speed with his arms folded or his hands behind him.

Some of the negroes are the best riders, and can carry all sorts of things while enjoying their outings a wheel. Here, too, there are shell roads, and if an unwary cyclist ventures over them before horses and teams have crushed them sufficiently, he may have his choice of repair shops, for there are plenty of them, all doing a fine business. One man attempted to take both arms full of canned goods home on his bicycle, knowing himself quite able to steer without the use of his hands. All went well until an unskilled rider turned a corner too friskily for the loaded man. The result was a sprawl of assorted gastronomical dainties mixed up with two men and as many bicycles; but as neither experimenter was greatly hurt and the better rider kept a "Wheelman's Supply Shop," and knew he would get the other man's repairing to do, there was a shaking of hands after the mishap.

St. Augustine has several fine roads for cycling. One highway goes to Moultrie, six miles south of the city, and is a good shell road; another runs northward and is three miles long; a third winds around "The Horn," a country settlement at the west of "Ye Ancient City," and all of these have various branch roads of a mile or more. Besides, there is an excellent long bridge connecting St. Augustine with Anastasia Island, a lengthy piece of land lying between the city and the sea. It has a pretty fair cycle road leading down to the ocean in a southeasterly direction.

The delights of riding, most of the time in one's summer clothes, during December, January and February, in the land of little cold and no snow or ice, needs to be tried for one's self in the ever-lovely Florida in order to be fully understood.

MIRIAM ZIEBER.



## IN TWENTY-FIVE STATES ON A BICYCLE

Concluding His Account of His 8,000 Mile Tour, Major Weed Tells of Crossing the Mountains—  
Headed toward Holbrook, Arizona.

Sure enough it was a "rough and rocky country," as I soon found out, for it was often 25 miles from water to water, and I had to keep a supply in my canteen. For the first 22 miles there was not a house until I reached Windmill Ranch, and stopped for the night, the first five miles out from Magdalena being sandy and then a fine road the rest of the way.

Five miles out from Windmill Ranch is sandy, then good road for 8 miles, and Datil is reached. This is a cosy little post-office, with only three houses, but the genial postmaster and landlord, Fred Baldwin, is just the man to make any one feel perfectly at home.

It is indeed a way up place, for the altitude is 7,700 feet above common humanity on the seashore. Near here I met a well known pioneer of the Datil range, Mrs. Ada Morely, mother of Mrs. Agnes Moreley Cleveland, of Oakland, Cal., the well known author of so many interesting magazine articles, stories of the cowboys. It was at Mrs. Morley's house, the big white log house where Francis Schlatter, the healer, rested for several months after his healing work in Denver, and after leaving her house he has never since been seen, though it is believed that his skeleton was found months afterwards. Mrs. Morley is sadly afflicted, as she has been blind for several years, yet she writes many letters to her friends, using a board clip, in which grooves are cut across, and she pushes her hand holding the pencil in one after the other of those grooves, and thus writes very well.

On leaving Mrs. Morley's home, after a visit of several days, during which I was reading to her almost continually, I pushed on, and that night tried to take a short cut across the mountains, but took the wrong trail, and camped for the night at an altitude of 9,269 feet. Next day I passed the summit, or continental divide, where the waters flow westward to the Pacific and eastward to the Atlantic.

On Monday, June 4, it was hot crossing the plains, for the mercury on my wheel ranged from 80 to 118 degrees and back again to 80 inside of 40 minutes, but I kept riding while the weather clerk flirted with the thermometer. In this great region of valleys and plains I saw many ruins of Indian villages, pieces of ancient pottery and fragments of cooking utensils which had been made and used by the Indians of long ago. Visited several of the cattle and sheep ranches of the J. H. Nations Meat Supply Co., of El Paso, and was kindly

entertained. They have many thousand cattle and sheep, and though there are no springs or running water in those great valleys of Socorro county, wells have been dug at intervals of ten miles, and the cattle soon learn to go to the nearest place for water, as windmills are continually pumping water into long troughs. The roads are hard and smooth.

Salt Lakes was reached after many miles over a smooth road, and here I found one of the wonders of the world. The little village of Mexicans is situated in what appears to be a valley, 300 feet deep, two miles across, but which is in reality the crater of an immense volcano, which has been active in former years, as evidenced by the large amount of lava rocks now scattered over the country for many miles. In this valley or crater, is a lake of shallow water covering 300 acres, very salty, and from which thousands of tons of salt are taken annually. At one side of this salt water lake is a spring of pure fresh water which is constantly flowing.

Near the lake are two hills as high as the surrounding rim of the crater valley, one of which is an old volcano, and now contains a lake of pure ocean water, 125 feet across, and of unknown depth, having been sounded to a depth of 1,000 feet, without reaching bottom. The surface of this little lake is 50 feet above the water in the large lake, and therefore has no connection with it. A peculiarity of the water is, that one cannot sink in it, and swimming is a luxury that I twice enjoyed. The entire valley is a great natural curiosity and worth going many miles to see. It is situated 99 miles from Magdalena, 105 from Holbrook, Ariz., and 90 miles from Gallup, New Mexico.

From Salt Lakes to the boundary line between New Mexico and Arizona is 19 miles, over a good road, then 19 more to the Mormon town of St. Johns, the last 12 miles being over a sandy road and up a steep grade. St. Johns is a beautiful little town, and like all Mormon towns is well watered, for those people are experts on irrigation, and every house is surrounded by an abundance of fruit trees, vines and shrubs, while flowers furnish bright colors and fragrance to make delightful homes. There I met the first automobile I had seen since leaving Magdalena.

From St. Johns to Holbrook is 69 miles, mostly fairly good road, while the rest is sandy and bad. The petrified forest was passed through on the way, but there is not room to describe it here; it is regarded

as one of the great wonders of the world.

Twelve miles from Holbrook over a fine road is Joseph City, where lives the genial old pioneer, Capt. Henry Warren, in a lovely residence, whose cheering hospitality is unstinted, and as he has a charming wife and elegant home, he certainly is a happy man.

The road from Joseph City westward, follows near the track of the Santa Fe, sometimes hard and good, but much of it is sandy and rocky. It is 25 miles to Flagstaff, and the last few miles leads through a beautiful country, for you get out of the sandy, desert region into high land, fine roads and among the pine timber where the scenery is splendid and traveling a delight.

Arizona territory has curiosities and wonders of nature in profusion. Numerous are the various cliff dwellings in the sides of almost perpendicular mountains towering far above the deep ravines below, where the streams have for ages been cutting their channels onward to the larger streams and rivers and eventually to the mighty ocean.

The cliff dwellers were evidently of short stature, probably four and a half to five feet, tough, wiry, active people who delighted in climbing up and down mountains, and whose food was evidently corn of much smaller variety than any now raised. In many places now almost dry, the marks on the rocks plainly show the existence of ponds and lakes and the beds of former running streams, for our country and the world in general has undergone many remarkable changes, and many places where people could exist are now dry and barren.

Mighty convulsions and upheavals have changed the topography of this old world of ours during the millions of years it has been whirling in illimitable space, and the study of geology and developments of science, as well as extensive travel and diligent research and personal investigations verify the truth of this statement in a remarkable degree.

Among the many natural wonders I have seen in traveling thousands of miles in this and foreign lands, none has impressed me more than the natural bridge of Gila county, near Pine, 94 miles south from Flagstaff. The rocky formation differs materially from any I ever saw before, for while most natural bridges are formed by being cut away and the channel enlarged by the water cutting down the rocks, this is the reverse, for in some manner I don't



understand, this mighty arch has been built up by water.

The arched rocks overhead and the side walls of the bridge have been formed from the petrifying and solidifying of roots, grasses, vines and moss. This shows plainly beyond the shadow of a doubt, and is, I think, the only thing of the kind in the whole world.

The numerous caves and caverns of all sizes, both under the bridge and north of it, are marvels of nature's handiwork, weird and grotesque with their numerous stalactites and stalagmites, and replete with winding passes, alcoves and rocky holes or pockets where might easily be concealed millions of dollars in value of money, jewelry and precious stones. The idea comes over one as if standing in the subterranean treasury of a multi-millionaire, where might be concealed the wealth of a nation.

The singular action of the water of a small stream which flows from above and tumbles down to Pine creek, a short distance north of the bridge is well worth observing. Everything placed where this little stream drops upon it becomes coated with stone in a few months, whether leather, wood, tin, iron or cloth, and one is greatly interested in looking at and handling the many articles of clothing, toys and various things which this water has evidently changed to solid stone.

But it would take columns to fully describe this astonishing wonder. Five acres of cultivated land are on top of the bridge, for it is an immense arch, not like most of the natural bridges in Utah, Virginia and other states, which are simply small or short arches. It is worth going thousands of miles to visit.

Montezuma's Castle and surroundings are a combination of the work of nature and of man (prehistoric man), for in an immense cave high up in the side of a cliff, the little men of ancient days have built a five-story castle with numerous rooms. At a distance it looks like some of the baronial castles on the Rhine perched upon some lofty mountain peak. The castle is situated five miles north of Camp Verde and 63 miles south of Flagstaff.

Nine miles farther north is Montezuma's well, a body of water 200 feet across, down in a rocky bed some 150 feet below the surface, fed by living springs and having a subterranean outlet 800 feet away, from which is constantly pouring out a stream the size of a barrel. Around the inner walls above the water are caves which have been inhabited by the little cliff dwellers in remote ages. Some of these caves are quite large and have been partitioned off into small rooms by stone walls.

Less than a mile east are three soda springs of good flavor and remarkable clearness, from which flows steadily quite a good sized brook.

The petrified forests near Holbrook and Adamana are grand spectacles of the wondrous work which can be done by the hand of the Almighty, and excite admiration and awe as one looks at those fallen giants of the forests and tries in vain to conjecture how and in what manner was the process which has rendered them as they now are.

But the greatest wonder is the Grand Canyon which has often been described and ranks high amid the grandest wonders of the whole world, standing without a peer in its stupendous grandeur.

I saw it at early dawn, at dusk, at bright mid-day, by moonlight, and in the dark stormy night, by the vivid flashes of lightning, and it was different at all times, but wildly, majestically and sublimely beautiful and awe inspiring. One night down in the Canyon, all alone in a deserted cabin, I listened to the terrible roar of heaven's artillery, the pouring rain, enlivened and vividly lighted by lightning flashes! One flash struck so near me that it shook the cabin, knocked off tons of earth and stone from the overhanging bank, and sent it crashing to the yawning chasm below! It was awful in its grandeur, but I admired it greatly.

It is almost beyond the mind of man to fully comprehend the Grand Canyon, or the most fluent writer to describe. It is weird, wild, yet grandly beautiful, stupendous in its wonderful immensity, and majestically sublime. I spent three weeks along the rim and down in its fearful depths, from Point Moran on the east, to Bass Camp, 46 miles west.

Pivot Rock, near Randle Mills, on the road by Mormon lake and Long valley towards Strawberry Valley and Pine is a great curiosity and comparatively little known. It is 51 miles from Flagstaff.

One of the most interesting of the prehistoric cliff dwellings is situated in Walnut creek canyon, only 10 miles from Flagstaff over a fine road. Here were the homes of hundreds of the ancient dwellers in the sides of a high bluff amid the grandest of scenery embracing mountains, forest and deep gorges. Half way there is the Bottomless Pit where William J. Bryan and party came very near falling into one night as they were driving by. It has an opening at one end of a pit some 150 feet deep, and this opening, down which a small stream plunges in the rainy season, has been sounded to a depth of a thousand feet and no bottom reached.

Among the works of man of which Arizona may well feel proud, are the Roosevelt dam, the electrical works on Fossil creek, the Salt River irrigation scheme, and others of smaller design.

All of these wonders except the Petrified forests and the Grand Canyon can be reached in a ride of 200 miles from Flagstaff south by way of Mormon lake, Long Valley and Pine, returning to Flagstaff by Strawberry valley and Camp Verde. To

Grand Canyon north from Flagstaff and south I rode 200 miles.

I made it all on my Racycle Pacemaker, but don't think it was a boulevard, for much of the way is rough.

From Flagstaff westward, there are stretches of road over which an automobile would have a hard task. The wagon ruts are deep, but between them there is sometimes a ridge that is from 15 to 30 inches high, and even the axles of wagons scrape heavily on it. Again the space between the wagon tracks will be full of heavy sage brush, often two feet high and over, and that would be bad for motor cars.

But there is not space now to more fully describe the condition of the roads encountered west of Flagstaff, and any one trying to cross that region must be prepared for a rough experience.

In the course of time the roads will be gradually improved, but it will require persistent agitation to secure the desired result. Money spent on improving roads is well invested, and eventually the main roads will be graded almost as well as railroads are now, for though the cost will be heavy, it pays in the end.

As I had no desire to plow through the desert sands between the Needles and the summit of El Oajon, I rode it in the cars, but that mileage is not included in my total ride. On the whole trip I was several times compelled to go on the cars to escape snow, mud, rain and strong west winds, and thus traveled by rail and steamer over 2,000 miles, besides the 8,145 on wheel. Coming down the mountain into the lovely San Bernardino valley, is a wonderful change from the Mojave desert. From Colton to Los Angeles the way is through an earthly paradise, where fruits and flowers have combined to make such beautiful homes, that one would have little desire to leave it for a home in paradise.

Los Angeles has outgrown all my recollection during the 12 years I had been away, and is a thoroughly cosmopolitan city, having more bicycles, motorcycles and automobiles than many a much larger city, and they can be used almost every day in the year. Winding amid the hills and mountains of the coast range, the roads are mostly perfect, to the little town of Estrella, 260 miles north of Los Angeles, and 207 south of San Francisco.

In closing, I desire to thank my brethren of the press for the hundreds of kindly mention given me in the columns of their respective papers all over the land.

The longest ride I ever had on wheel, was from Portland, Oregon, Oct. 15, 1895, to Pittsburg, Pa., Oct. 15, 1904, during which eight years I traveled in 17 American and 20 Mexican states, Cuba and Canada, 46,735 miles. I most heartily commend bicycle riding and Racycle riding in particular as one of the very best means to see our grand country, and come in closer touch with God and nature.

EDWARD A. WEED.



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## LIKES DETROIT FOR MOTORCYCLES

**Toepel Gives His Impressions as a Visitor  
—Admires the City and Its  
Women Riders.**

Impressions of Detroit as a motorcycling city, as gained by a New York visitor, indicate that the Michigan metropolis is in many respects peculiarly fortunate, and that perhaps the riders there do not know how lucky they are, in comparison with those in less favored localities. In speaking of his observations made during a recent visit in the Queen City of the Lakes, Michel Toepel, one of Gotham's veteran motorcyclists and an expert in the particular field of engine ignition, tells of several things in Detroit that struck him as being unusual and interesting.

"In riding a motorcycle over Detroit's well-paved streets and handsome boulevards for several days," says Toepel, "I found that the city and country thereabouts is extremely flat, there being no hills of any description, while even 2 per cent. grades are scarce. The roads within the city limits are usually good, but outside the city poor dirt roads are in the majority, many of them with heavy sand.

"One peculiar thing I found out, and that is that Canada is to the south of Detroit, while in the schools we are taught that Canada lies to the north. The bend in the Detroit River is what makes this odd geographical reversal.

"Starting out for a trip to beautiful Belle Isle Park, an island in the Detroit River, I found that it is reached by a fine bridge half a mile long, which is used on pleasant Sundays for promenading, the roadway also being extensively used by vehicles of every description. With its 15 miles of wooded drives, its winding canals where canoes filled with merry-makers abound, and its groves and picnic grounds, where thousands of black squirrels may be seen running about, the park is a place not soon forgotten.

"Although the speed limit in the city of Detroit is 15 miles per hour, most of the riders I met seemed to think that 25 or 30 miles was the proper thing. This happy disregard of the letter of the speed law was brought to my notice particularly when I saw a number of riders returning from a trip and coming into the Campus Martius, opposite the city hall. In order to make the sharp turn into Woodward avenue they did not slacken from high speed to any extent, but simply let their feet drag on the pavement to prevent their machines from skidding under them.

"On another occasion, while I was passing a theater in the evening, three motorcycle riders came up, stopped, put up their machines on the stands and went into the show to enjoy themselves for the evening.

Returning about two hours later I was surprised to find the machines still there. This was in the liveliest part of the city. Imagine what the result would be if a rider left his machine outside a New York theater while he stayed inside to see the show.

"Motorcycles are used extensively for business in Detroit, especially among the small dealers, and it is a common sight to see riders and machines loaded with all kinds of merchandise for local delivery. At an Electric Protective Agency I saw two motorcycles standing in the street, each equipped with a Prest-O-Lite tank. They were pointed in opposite directions, ready for any emergency call. Motorcycles are also extensively used by the Detroit police, not only for watching traffic but for spe-



cial duty and patrol service in the suburbs.

"The streets are remarkably free from obstruction, no fruit stands or peddlers' wagons being tolerated. Regularly marked trolley stops also help to make the streets safe. Last, but not least, I observed that there are a large number of women motorcyclists in Detroit, all of them handling their machines in a clever manner through the city traffic."

### Heavy Tax on St. Louis Riders.

Expensiveness is to characterize cycling and motorcycling in St. Louis, if the terms of a bill passed by the city council are not modified before going into effect, as cyclists and motorcyclists are to be charged \$15 a year for registration. However, Councilman Espenshied has given notice that he is opposed to a tax of \$15 a year on bicycles, as provided in the bill, which applied to all vehicles. After the holidays he will introduce a bill exempting bicycles and motorcycles from the provisions of the bill.

"The A B C of Electricity." Price, 50c. Bicycling World Co., 154 Nassau Street, New York City.

## ECONOMY IN EUROPEAN EXCURSION

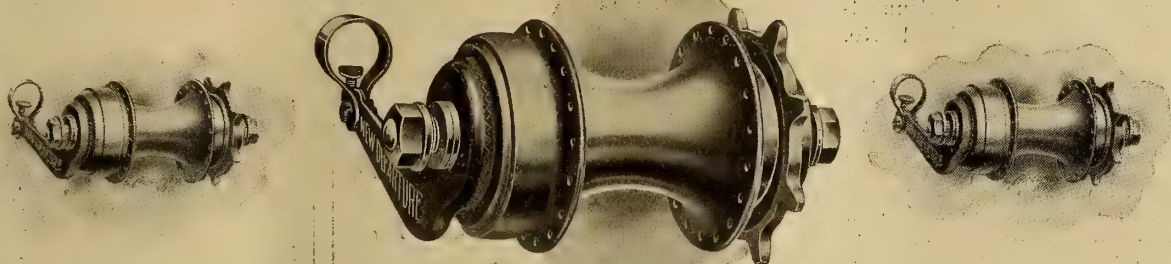
**Three Chicago Motorcyclists Prove the Possibilities of Traveling Without Heavy Expense—Their Trip.**

When European trips are mentioned they usually conjure up visions of enormous expenses, regardless of how carefully the itinerary may be planned and the expenditures pared. Transportation usually is a most important item to be considered on such a journey, at least when railway trains or automobiles are employed to visit the various places of interest. However, a motorcycle tour of Europe easily is within the reach of a great many riders, as a trio of Chicago tourists demonstrated last summer when they took a flying trip of 12,000 miles at a surprisingly low cost for transportation, in addition to being able to visit places which with other methods of travel they would have missed.

On July 1, 1910, Arthur Handin and two companions left Chicago on their Thor motorcycles and rode overland to Boston. On arriving at the Hub they shipped for Ireland, and, landing at Dingle Bay, rode across the Emerald Isle, visiting many ancient ruins and scenes famous in history. After seeing the sights of Dublin they again took the boat and crossed the Irish sea, landing at Liverpool. From here they toured England to Land's End, and then sailed for France. From Calais they rode to Paris, Brussels and Berlin, and then dropped down to Vienna, in Austria. Italy was the next country visited, and the tourists, after doing Milan and Turin, headed back for France and thence to Spain. After taking in the land of the Dons, the tourists sailed for home.

During the 65 days that they were gone they traveled over 12,000 miles on land, averaging nearly 200 miles a day. Even with the poor gasoline which is found in many Continental cities, they were able to average 125 miles to the gallon. The cost of the fuel figured out at about one-sixth of a cent per mile, which certainly is cheap enough. Similar results or at least approximate figures ought to be duplicated with little difficulty and with the transportation problem practically solved, all that would remain to worry about would be the hotel expenses. Most of the motorcycle or bicycle touring clubs of Europe appoint official hotels where accommodations can be obtained at reasonable rates, and information can be had on application, so that a tour of Europe by motorcycle is not the big financial undertaking most people imagine it to be. In fact, next to traveling by bicycle it is the cheapest way to see Europe, and aside from small cost has the great advantage of being free from railroad schedules or adherence to beaten paths.





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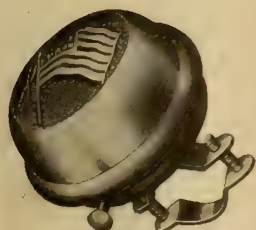
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## PATENTS.

965,950. Motorcycle Drive Mechanism. William G. Schaeffer, Reading, Pa., assignor to Reading Standard Company, Reading, Pa., a Corporation of Pennsylvania. Filed Dec. 6, 1907. Serial No. 405,346.

1. In a motorcycle a motor crank casing secured to the cycle frame and provided with a peripheral lug forming a countershaft bearing, and with a drive gear chamber on the outer face of the casing, said chamber extending beyond the periphery of the casing and being provided with a removable inner wall section concentric with said casing bearing, and a countershaft mounted in said casing bearing and provided with an inner sprocket wheel located adjacent said removable wall and with a gear wheel located within said chamber, said countershaft gear wheel being in gear with the motor shaft, substantially as set forth.

966,303. Variable-Speed Gearing. William Borlase, Dunedin, New Zealand. Filed Jan. 23, 1909. Serial No. 473,937.

1. In variable speed gearing, in combination, an externally threaded cylindrical member a cone shaped disk provided with a sleeve journaled in ball bearings within said member, a cap internally threaded to mesh with said member, and a second cone shaped disk forming with said first disk a pulley, a squared spindle slidably secured to said second disk and disposed within said sleeve and having its free end revolvable in the end of said cap, substantially as described.

968,604. Vehicle Brake and Coaster. William Robinson, Brooklyn, N. Y., assignor to Miami Cycle & Manufacturing Company, Middletown, Ohio. Filed Feb. 28, 1902. Serial No. 96,048.

1. A brake mechanism for coaster brakes and the like, said mechanism comprising a non-rotatable fixture, a plurality of non-yielding brake shoes, each having one end adjustably connected to said fixture, a brake actuating device, flexible connections interposed between the opposite ends of said shoes and said brake actuating device to impart to said shoes an outward movement, and means for coupling said brake actuating device with the motive power therefor.

969,096. Bicycle Seat. Frank M. Fleming, Huntington Beach, Cal. Filed Dec. 20, 1909. Serial No. 534,232.

1. A child's bicycle seat comprising a base, retaining brackets depending from the seat and adapted to straddle the steering head of a bicycle frame, an abutment depending from said base and adapted to engage the top bar of the bicycle frame, and a spring-controlled clamping device depending from the base and adapted to engage the top bar of the frame whereby said bar is clamped between said device and said abutment and the base retained in position upon said bar.

969,920. Bicycle Support. James Polk Taylor, Longbeach, Cal., assignor to Cycle Support Company, Los Angeles, Cal. Filed March 19, 1910. Serial No. 550,475.

1. A bicycle support comprising a bearing block attached to the frame of the bicycle, a pivot block mounted in said bearing block and having a groove in the ends thereof and the upper side thereof, legs pivotally attached to said pivot block and

extending through the ends thereof and having shoulders projecting above said pivot block and adapted to engage said bearing block when the legs are in supporting position, a spring mounted in the groove in said pivot block and bearing against the said legs for spreading the same, and means for supporting the free ends of said legs when not in use.

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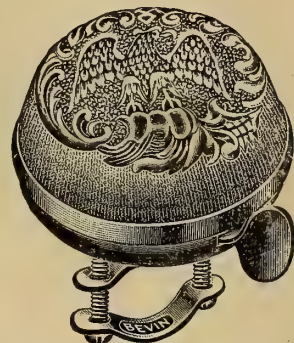
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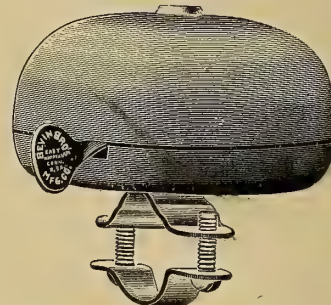
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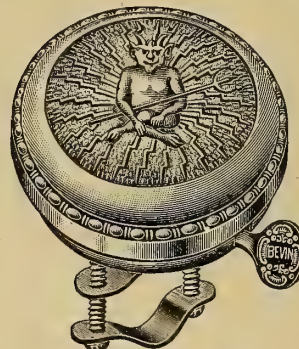
# Bevin Bells



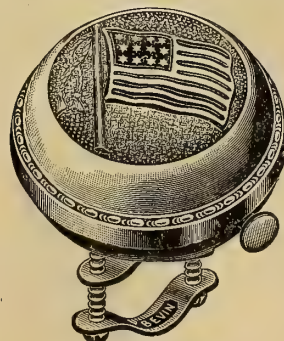
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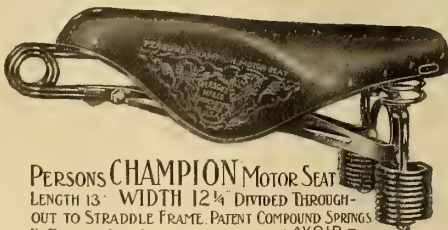
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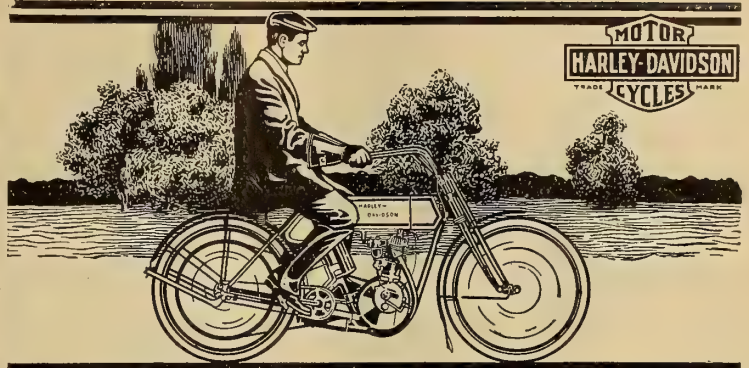
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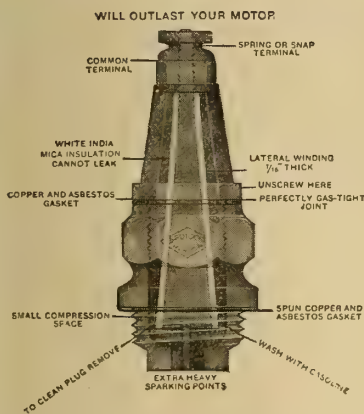
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Refinement of  
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N.S.U. never has  
had an equal.

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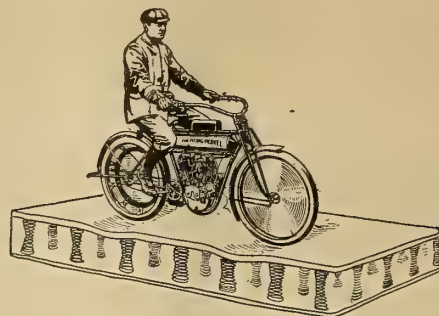
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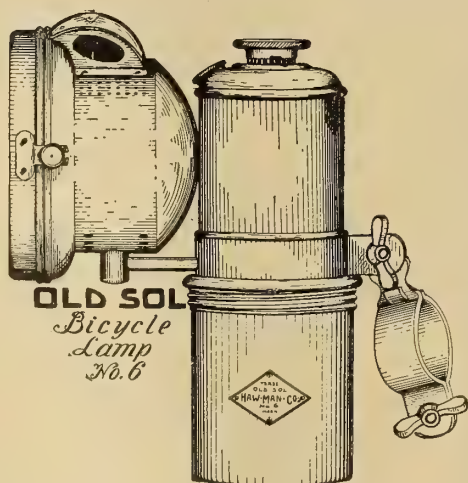
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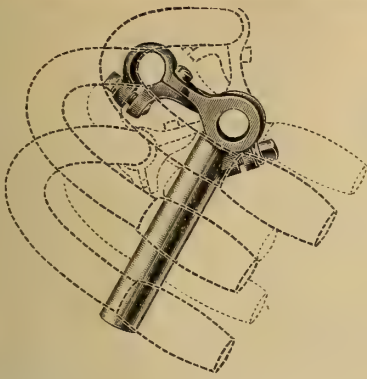
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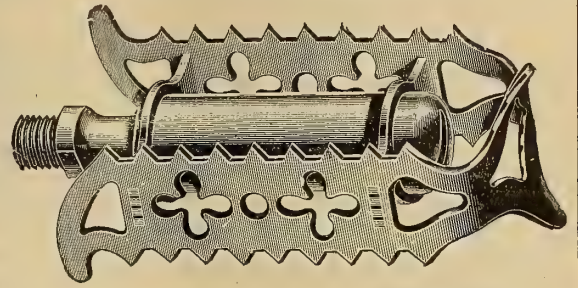


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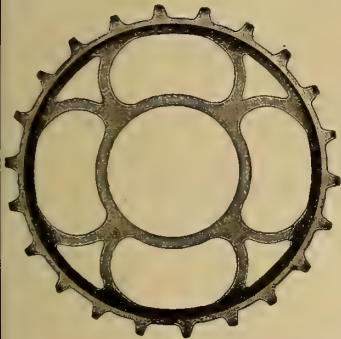
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mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

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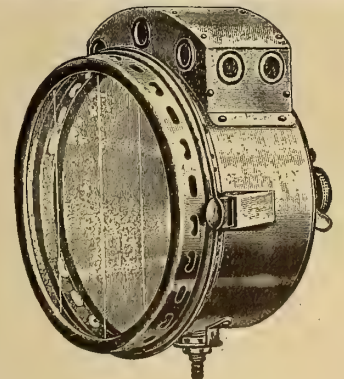
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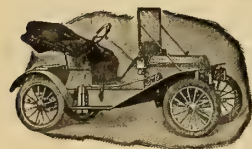
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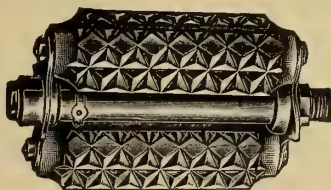
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ROLLER CHAIN****NOISELESS IN MUD,  
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Mud Guards, Braces, Lacing, Bolts Nuts, Washers.  
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Bicycle, Motorcycle and Automobile Tires  
saves time and dozens of valve springs;  
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**MESINGER****CAVALRY AND STANDARD****Motorcycle Saddles**with Fibre Friction Shock Absorber, are  
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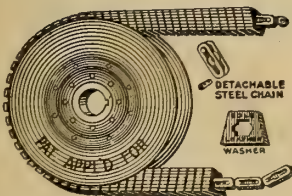
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samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

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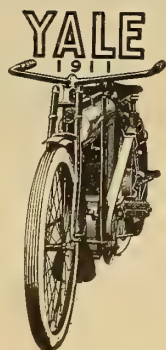
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More power and refinement of design distinguish the new YALES—now ready.

1911 4 h.p. Yale, \$200

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Distinctly a quality proposition—that accounts for its superb record in every endurance and reliability contest.

Note the straight line frame and low, easy saddle position. Its long stroke motor and offset cylinder place it beyond all competition for power and speed.

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## BEST DROP-FORGINGS

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Let us have a look at your specifications, let us know your needs. We can give you interesting figures at this time.



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An improved pump connection. Makes instantaneous connection. No screwing or unscrewing to be done. Simply slip over valve, pull down lever and connection is tight.

**IT'S THE GRAB CONNECTION**

Price Each  
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The only pump connection that actually saves the wear and tear on the valve. Absolutely air tight. Fits any valve and any pump.

AT YOUR DEALER OR

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# Our New Style 1911 Product



**NEW** Pinching and Crimping of  
**FLAP** Tube Entirely Eliminated

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# 1911 YALE MOTORCYCLES

Representing the highest stage of mechanical perfection ever attained in motorcycle manufacturing from both rider's and dealer's viewpoint are on exhibition at

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### Madison Square Garden Auto Show

JANUARY 16 TO 21

**We Want to See You in Our Space**

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# This Should Convince You

of the general approval of

# G & J TIRES

We have just made up our records for 1910 which show the following increases in the sales of our

## MOTORCYCLE TIRES

**Increase 1910 over 1909 = 92½ Per Cent.**

**Increase 1910 over 1908 = 149 Per Cent.**

These figures are actual.

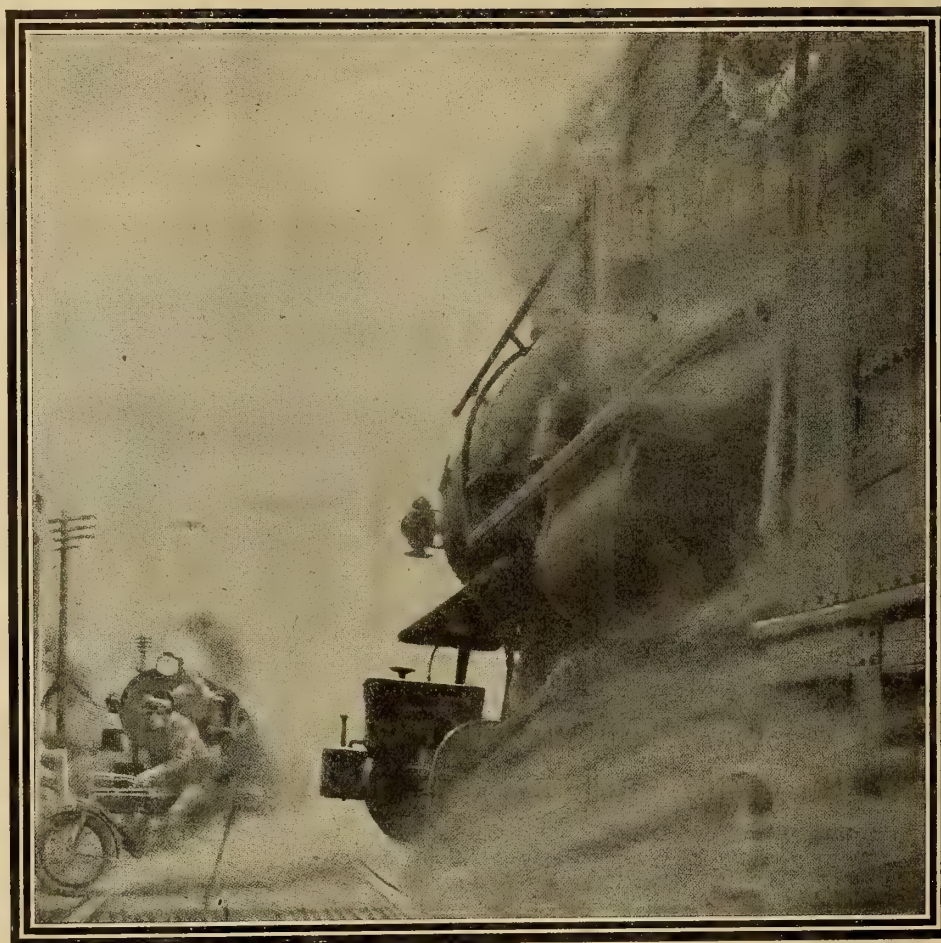
**Every manufacturer who purchased tires from us in 1910 has renewed his contract for 1911.**

**Dealers and users alike are enthusiastic and want nothing better.**

**We thank you gentlemen—we thank you!**

**G & J TIRE Co.**  
Indianapolis, Ind.





**Through! Security  
Always on**

# **Diamond**

## **MOTORCYCLE TIRES**

**Tire Toughness  
Tire Efficiency**

**Tire Resiliency  
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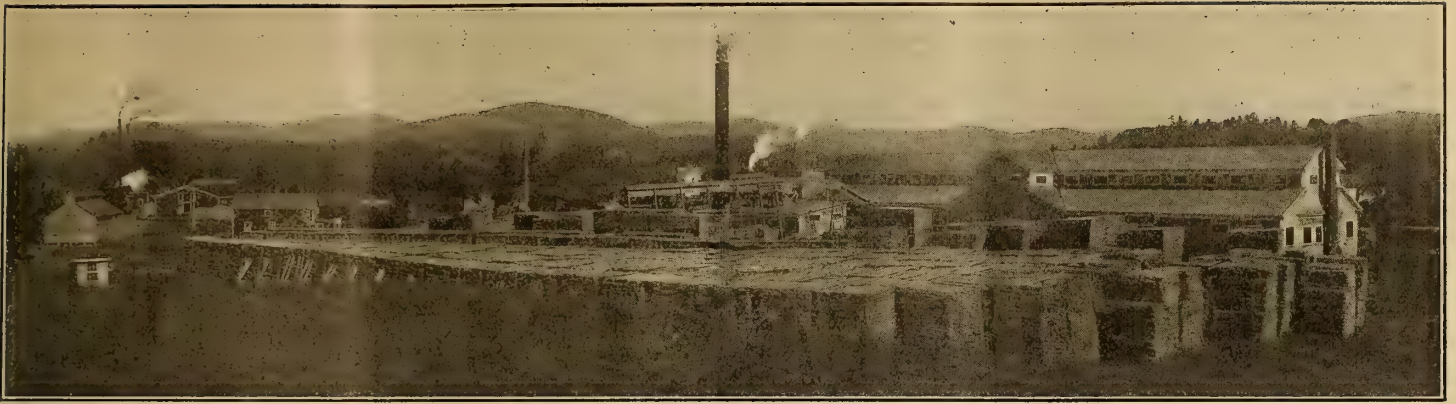
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.

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**Where We Cut Our Rim Strips from the Log**



**THE RIM FACTORY**

**Where the Strips are Manufactured Into Rims**

WE are publishing the accompanying illustrations to show you the size of our Bicycle Rim Operations, and to convince you of our resources and facilities for manufacturing. In our plant at Sidney, Ohio, we have, during the past year, increased our equipment fully 33 1-3 per cent. and are prepared to give all customers prompt shipment. We sell exclusively to the jobber and manufacturer.

***Tucker Rims***  
***HAVE QUALIFIED***

**THE TUCKER WOOD WORK CO., SIDNEY, OHIO**



# Minneapolis

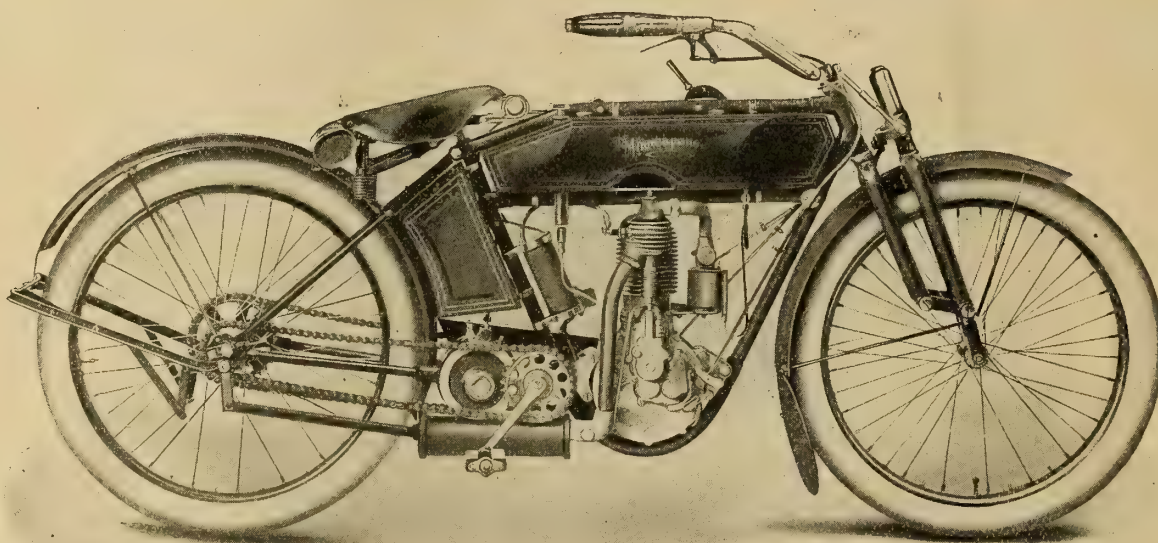
## 1911 MODELS

### Two-Speed and Direct Drive

Free Engine Clutch Regular on All Models.

Thor 4 Motor.

Unequalled Cushion Fork.



The 1910 Minneapolis Two-speed crossed the continent from Los Angeles to New York, via Spokane, the only motorcycle that ever crossed the Bitter Root mountains. It covered more than 7000 miles on one drive chain. Not one link was broken.

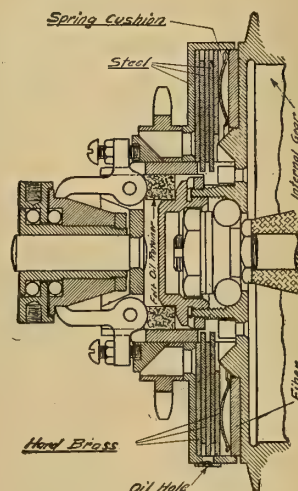
This remarkable accomplishment was due to the Free Engine Clutch and Two-Speed Gear, the equal of which can be found on no other motorcycle.

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**Three Models for 1911**

AGENTS WRITE FOR PROPOSITION

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The 1911 Clutch

## Minneapolis Motorcycle Company

517 South Seventh St.

MINNEAPOLIS, MINN.



# Continental=Erie TIRES

## AT THE NEW YORK SHOW



"Safety Tread"

You should see these motorcycle tires for yourself, and you CAN see them if you will come to our space on the Madison Square Garden Elevated Platform, Space 144. We shall be at Chicago, too.



"Anti-Slip Tread"

Not only motorcycle tires and tubes, but also bicycle tires and tubes, together with tube patches and Continental-Erie auto tubes and sundries are in this excellent tire exhibit of ours. Come in and see us, by all means.

WE GIVE THE JOBBERS ABSOLUTE PROTECTION

At Madison Square Garden we are on the Elevated Platform, Space 144. At Chicago we are in the Coliseum, Space 115.

### CONTINENTAL RUBBER WORKS, Erie, Pa.

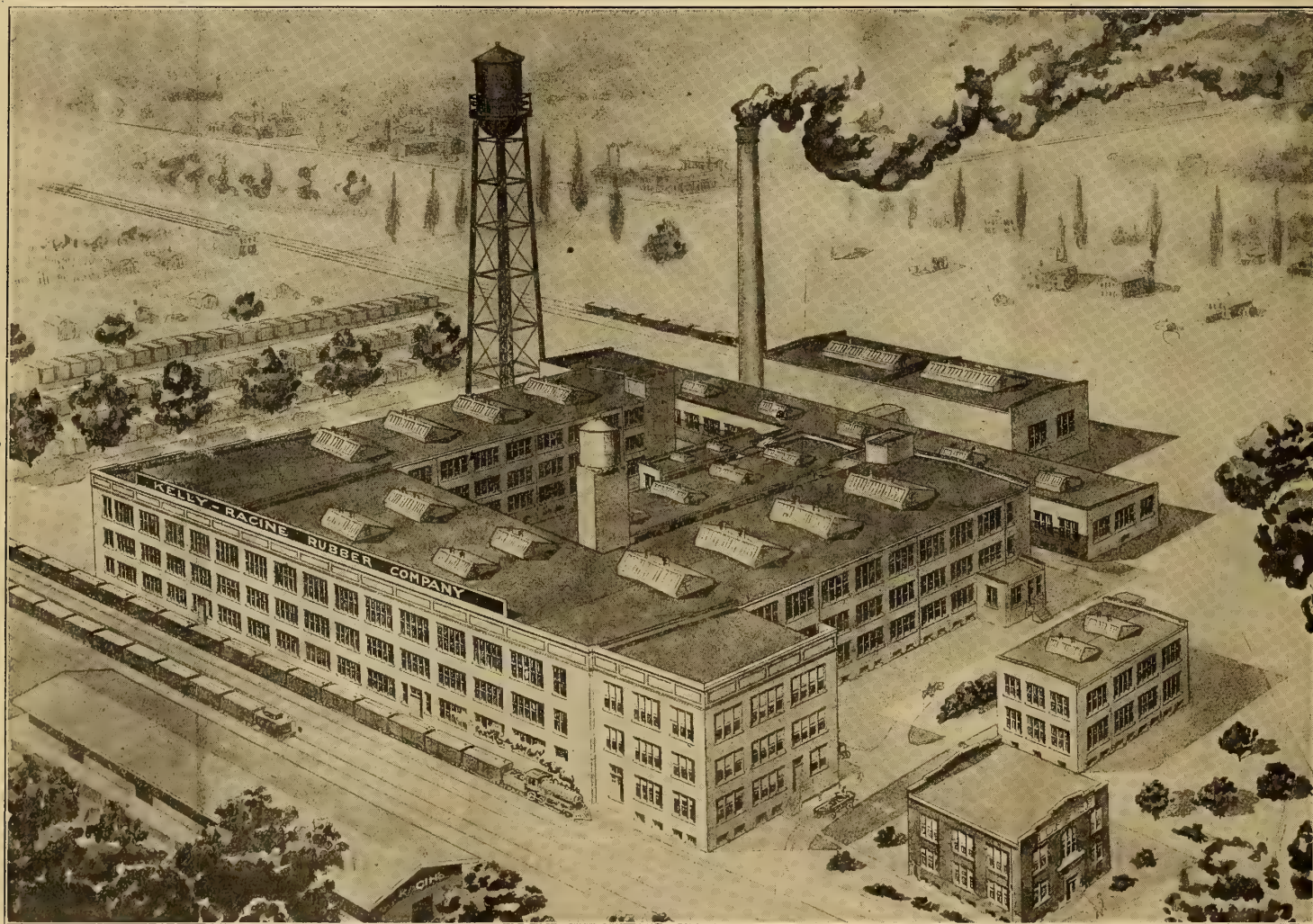
NEW YORK BRANCH — 43 Murray Street



# KELLY-RACINE TIRES

## For Motorcycles and Bicycles

are now being made in this new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.



Ⓐ This factory will produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

**KELLY-RACINE RUBBER CO.,** C. F. U. KELLY,  
Pres. and Gen. Mgr. Racine, Wis.



# Five Great Motorcycle Tires

## —One for Every Road Condition

For 1911, the most complete line of Motorcycle Tires ever known, has been launched. Each tire, by our exacting competitive test, is shown to be the longest-wearing tire of its class in the world.

The Goodyear line of motorcycle tires for 1911 embraces one tire for every road condition. There are five great tires.

THE GOODYEAR CORRUGATED TREAD TIRE, the one that meets *every* condition, has an extra heavy corrugated tread that gives astonishing endurance.

THE GOODYEAR STUDDED TREAD TIRE is built especially for travel on muddy country roads. When studs of other tires are clogged with mud and worthless, the Goodyear is free from mud, for its studs are wider apart and cannot gather mud. This makes the Goodyear the most practical of all studded tread tires.

THE GOODYEAR NON-SKID CHECKERBOARD TIRE prevents slipping on paved city streets. The spaces between the squares on the tread form a vacuum that permits only forward motion of the tire. This is the best tire manufactured for traveling on slippery pavements. It prevents the falls that so often result disastrously.

THE GOODYEAR BLUE STREAK TIRES are built primarily for racing purposes. We have one Blue Streak tire for board track racing and another Blue Streak tire for racing on dirt tracks.

This is the most complete line of tires ever manufactured for motorcycles. It gives riders the widest range of choice to fit individual conditions that has ever been possible.

Each tire is the world's longest-wearing tire of the class to which it belongs. This we prove to our satisfaction before a tire can leave the factory, for we are our own severest critics.

Our competitive test—the most exacting ever given motorcycle tires—is accomplished by means of a great machine.

Each manufacturer's best tire is worn down to destruction to ascertain its mileage. Then the Goodyear tire—the very duplicate of the tire *you* buy—is worn down to destruction.

This gives conclusively the number of miles each tire will last on your motorcycle.

The Goodyear tire must give greater mileage than that of any other manufacturer or its twin tires would never be allowed to leave the factory, so careful are we of Goodyear reputation.

All Goodyear motorcycle tire beads, that exert a vise-like grip on the rim, are molded, shaped and cured *on an exact duplicate of your rims*. They always fit perfectly.

By equipping your machine with the long-wearing Goodyear you will save many dollars, for the Goodyear wear longer than the tires you now own. This is a saving, that in duty to your pocketbook, you cannot afford to overlook.

Go see the Goodyear at the nearest branch office or agency or at your dealer's. But be sure you write us today for our illustrated booklet on motorcycle tires. We will send you a copy by return mail.



**The Goodyear Tire & Rubber Company, Mole Street, Akron, O.**

*Branches and Agencies in All the Principal Cities*



# 1911 New Era Auto-Cycle and Tri-Car Delivery Van

## Exhibited at Madison Square Garden, New York City

We extend a cordial invitation to all dealers and riders to call at our exhibit at Madison Square Garden, Space No. 724, and inspect our new and novel models for the coming season. You will be interested, we know, for we will exhibit the only Delivery TRI-CAR on the market that has:

A TWO-SPEED TRANSMISSION

A FREE MOTOR

A BALL BEARING MOTOR

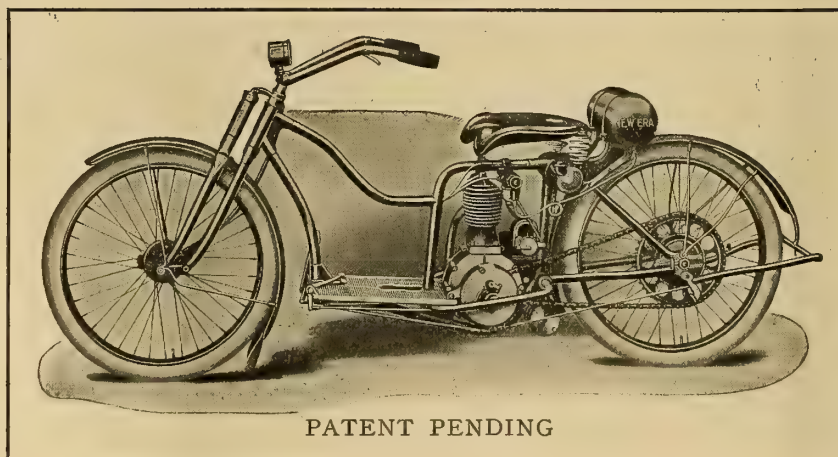
A HAND CRANKED MOTOR

A COMFORTABLE FORM SEAT

A FOOT BOARD—NO PEDALS

INTERNAL EXPANDING BRAKE

A COMBINATION THAT HAS NO EQUAL



THE NEW ERA AUTO-CYCLE has all the above new and novel features, which are indispensable so far as Comfort, Safety, Speed, Durability and Fuel Economy are considered.

**THE NEW ERA AUTO-CYCLE COMPANY, 2 Dale Avenue, Dayton, Ohio**

DISTRIBUTORS

The New Era Motor Co., 265 S. Broadway, Denver, Colo.  
Morse Motor Sales Co., 1769 E. 55th St., Cleveland, Ohio.

W. D. Andrews, 632 Main St., Buffalo, N. Y.  
Economy Cycle Supply Co., 57 Grand River Ave., Detroit, Mich.  
The Auto Motorcycle Co., 2216 N. Broad St., Philadelphia.

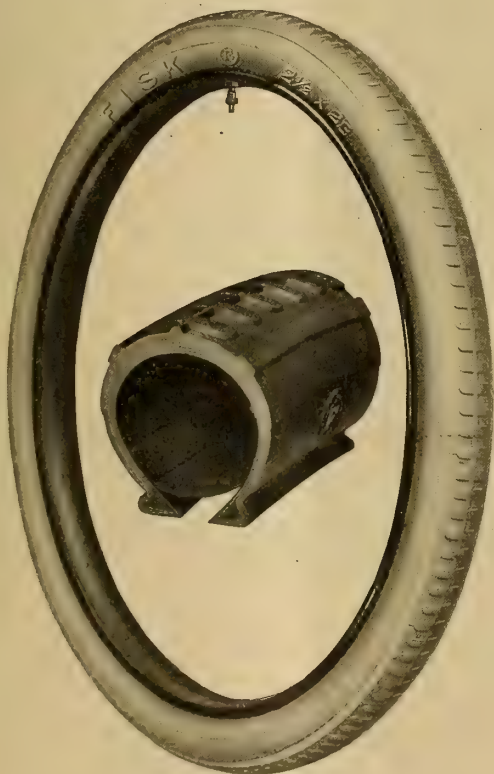


# FISK

## MOTORCYCLE TIRES

### A New Tire with a New Tread

IT WILL NOT appeal to you if you consider price only. It is not made to compete with cheap or medium grade goods.



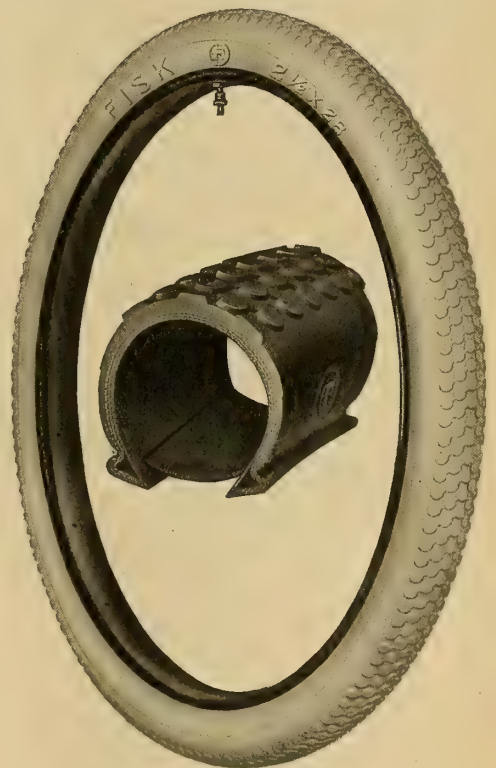
GRIPFAST  
TREAD

IT IS A TIRE THAT IS  
RIGHT AT A PRICE  
THAT IS REASON-  
ABLE.

MADE IN REGULAR  
AUTOMOBILE Tire  
Construction with the  
Fisk fine para inner  
tube.

THE GRIPFAST  
TREAD is a positive  
protection against skid-  
ding or slipping.

Madison Square Garden  
Space 178 (Balcony)



BAILEY  
TREAD

**THE FISK RUBBER COMPANY**  
Department E

CHICOPEE FALLS, MASS.

*Twenty-three Direct Factory Branch Houses*



# HANDLE BARS

---

¶ The Chicago Handle Bar Company manufactures every known style of handle bars.

¶ Prices consistent with actual cost.

¶ Sales confined to jobbers and manufacturers only.

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CHICAGO HANDLE BAR CO.  
SHELBY, OHIO



# STEWART

## MAGNETIC

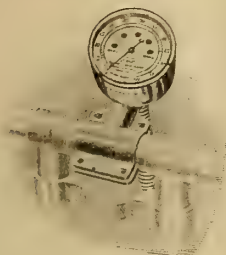
# Motorcycle Speedometer

DON'T FAIL TO SEE THE NEW STEWART MOTORCYCLE SPEEDOMETER AT THE MADISON SQUARE SHOW, EXHIBIT 230.

An "up-to-date," practical, magnetic speedometer and it is conceded by the best engineers that the magnetic principle is the only one suited to speedometer requirements.

**Five Times as Many Stewart Magnetic Automobile Speedometers in Use as All Other Makes Combined.**

THE STEWART MOTORCYCLE SPEEDOMETER is handsome in design, beautifully finished, 2½ inches in diameter. Speed zero to 60 miles. 10,000 mile season odometer. Drive is by means of a flexible shaft, spring belt and pulleys. The only practical and substantial drive for a motorcycle speedometer. Thoroughly tested for the past year. It entirely eliminates the shock due to the movement of the fork; it insures an accurate reading and steady hand.



Model 40. Motorcycle speedometer, 2½-inch dial, 10,000-mile season odometer. Price . . . **\$15**

**THE BEST SPEEDOMETER PROPOSITION on the MARKET FOR DEALER AND USER.**

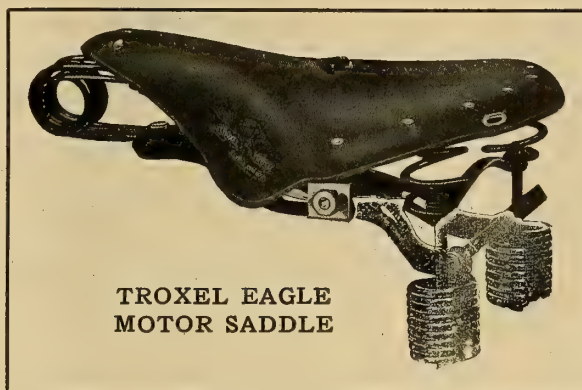
**Stewart & Clark Mfg. Co.**  
1828-48 Diversey Blvd., Chicago, U. S. A.

Detroit: 1211 Woodward Avenue  
New York: 1878 Broadway  
Chicago: 1312 Michigan Avenue  
San Francisco: 307 Golden Gate Avenue  
Los Angeles: 1212 South Main Street  
Philadelphia: 608-10 North Broad Street





# TROXEL SADDLES



TROXEL EAGLE  
MOTOR SADDLE

are built for plain, solid comfort. Being the oldest saddle makers in the country, we know how to construct TROXEL motorcycle saddles so that they stay comfortable and easy, with no sagging, weakening or distortion from hard service.

It is the TROXEL saddle that has carried the successful endurance winners to victory. To the endurance contest rider the TROXEL is a necessity; to the pleasure rider the TROXEL is a luxury.

Your motorcycle can have the TROXEL, if you specify "TROXEL" in time.

**TROXEL MANUFACTURING COMPANY**

- . -

**Elyria, Ohio**



# DAYTON BICYCLES

are sold under our

## Positive Five Year Guarantee

¶ It is a great help to the Dealer in making a sale to explain our FIVE YEAR GUARANTEE. A confidence is at once created in the purchaser's mind and the guarantee not only "boosts" the sale—it "clinches" it.

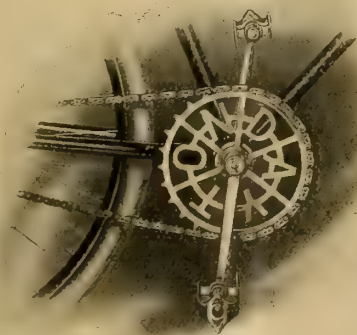
¶ Then it is a source of security and satisfaction to the dealer to know that the manufacturer of the goods he is selling is behind him ready and willing to "make good." Under this policy not only is the dealer satisfied, but his customers are satisfied customers.

¶ To this, Mr. Dealer, add DAYTON-Attractiveness and DAYTON-Quality and you have some of the reasons why

## Dayton Bicycles Sell and Satisfy

¶ You can't afford to have the DAYTON Agency in your town in any hands but your own.

*Write us for our Agency Proposition.*



THE QUALITY MARK

---

The Davis  
Sewing Machine Company  
DAYTON, OHIO



# Bicycle and Motorcycle Parts

MAIN FRAME TUBE  
HANDLE BAR TUBE  
PULLEY RIMS  
MUD GUARDS  
FORK SIDES  
STAND LEGS  
FORKS  
STAYS  
RIMS

## SEAMLESS STEEL TUBING

is used exclusively in the manufacture of our bent parts and frame tube. These are **made by men who know how** and who have gained that knowledge thru **years of experience**.

**Manufactured** by the electric welding method in the **factory** of the **pioneers** and **masters** of the **process**.

**THE STANDARD WELDING CO.**  
**CLEVELAND**

CHICAGO

DETROIT

NEW YORK

## This is the Saddle



## —and you

are the men we want to sell it!

It bears a name unequalled in the World of Wheels—a name that will not only sell the Saddle, but also aid materially to the selling of the bicycle.

It is the

## BROOKS—

### the original and only genuine Compound Spring Saddle

And, remember, only in that Saddle can the BROOKS Compound Springs, as we make them, be obtained.

These entirely absorb vibration within themselves, yet, by their compensating action, effectually eliminate all tendency to bounce.

Note that the BROOKS is constructed throughout of the finest possible materials, and yields advantages which can never be obtained in any saddle that does not bear that name.

And now, we want you to sell it.

Sole Agents for Motor Saddles—THE HENDEE MANUFACTURING CO., Springfield, Mass.

Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E.C.

**J. B. BROOKS & CO., Ltd.**  
**73 Criterion Works, Birmingham, Eng.**





# These Letters and Records

should be a big help to you  
in deciding on your  
coming season's  
tire equipment

## MORGAN & WRIGHT MOTORCYCLE TIRES DURING THE YEAR 1910

Captured every existing  
professional record in the country  
besides the more important amateur  
records.

DeRosier (Indian) used them  
when breaking all the records  
from 1 to 100 miles.

Whittler (Merkel) used them in  
capturing the present records from  
17 to 35 miles.

All of the track championships at the  
Philadelphia F.A.M. Meet were won on them.

Graves (Merkel) rode them when making the  
present amateur records from 1 to 20 miles.

In the 1910 F. A. M. Endurance Run, all three  
machines of the winning Thor team, also the  
three machines of the Excelsior team which took  
second place, where equipped with Morgan & Wright  
Nobby Tread Tires.

And last but not least, Turner (Merkel) on Morgan  
& Wright Tires won the private owners cup in  
the Chicago Endurance Run and Morgan &  
Wright Nobby Tread Tires took five out of  
six perfect scores in the Cleveland Motor-  
cycle Club's New Year Endurance Run.

Could you ask for more conclusive  
proof that—

**MORGAN & WRIGHT TIRES  
ARE GOOD TIRES**

also that they should be  
equipped on your machine  
for the coming year.

*Facts not promises count.*

**Morgan & Wright, Detroit**

**EXCELSIOR  
LAUTO-CYCLE**  
STANLEY F. KELLOGG, NEW YORK

Morgan & Wright,  
Detroit.  
Gentlemen: I will not hesitate to say  
that the record of continual riding  
on your tires through the 24-hour  
motorcycle race at Guttenberg, N. J.,  
cannot be surpassed short of wonder-  
ful. Mr. Shelton Sturges (and myself)  
rode through the entire race  
(averaging 42 2-5 miles per hour)  
without a puncture or blowout, and  
at the finish the tires had the same  
air in them that had been pumped in  
at Chicago a week previous to the  
race. Respectfully yours,  
STANLEY KELLOGG.

**LIGHT MOTOR CO  
MOTORCYCLES OF QUALITY**  
POTTSVILLE, PA.

Morgan & Wright,  
Detroit.  
Gentlemen: I used Morgan & Wright Nobby  
Tread tires in the New Jersey Run  
with the very best of success, in  
fact I have not touched them since  
they have been on the machine.  
I will say this, that for rid-  
ing in the rain and mud I never rode  
tires equal to them.  
Yours truly,  
MERKEL-LIGHT MOTOR CO.  
Edw. Buffum,  
Sales Manager.

Morgan & Wright,  
Detroit.

Gentlemen: Have just completed a trip  
from San Francisco to New York on  
Morgan & Wright Tires.  
My front and is good for many  
hundred miles more, stood up thru  
the entire trip of 3843 miles with-  
out even a single puncture.  
A better proof of Quality and  
Durability of tires could not be  
wished for. Me for Morgan & Wright  
every time.  
Yours truly,  
W. STRIEFF.

**JAKE DE ROSIER**  
SALT LAKE CITY, UTAH

Morgan & Wright,  
Detroit.  
Gentlemen: I am sending you this cer-  
tificate to-day of the different  
racing men under my direction who  
are using your tires. We have  
found your tires to be the best  
racing tires on the market.  
Yours truly,  
J. DE ROSIER.

**CERTIFICATE**

This is to certify that we  
have proven your tires to be the  
best on the market.  
Jake De Rosier,  
T. E. Samuelson,  
Charlie Walker,  
Herbert Kittle,  
Lou Clarlin,  
Steve Stenhouse,  
Raymond Seymour,  
Geo. S. Clayton,

Morgan & Wright,  
Detroit.

Gentlemen: I have never had a pair of  
tires so surprisingly good as your  
Nobby Treads. Without them I could  
not have won the recent cup run for  
private owners.

Yours truly,  
J. A. TURNER

P.S. For riding in mud or sand  
I have never had anything half so  
good.

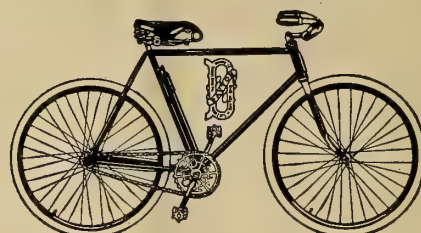
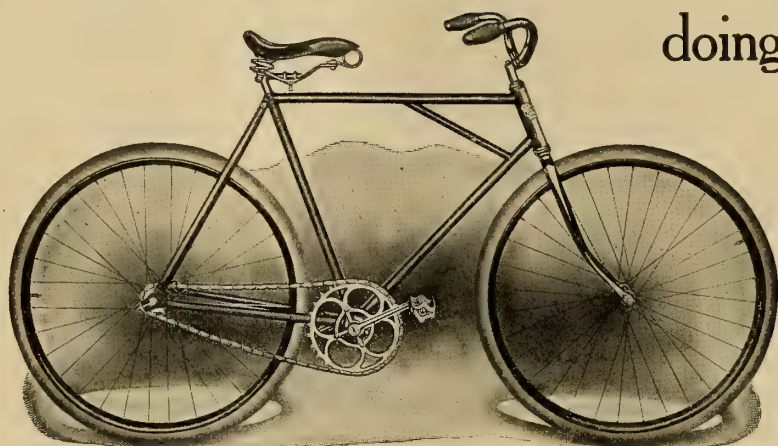
Morgan & Wright,  
Detroit.

Gentlemen: It has been my good fortune to  
complete the first round trip from  
San Francisco to New York and re-  
turn.  
Morgan & Wright Tires carried  
me there and back, a distance of  
10,400 miles. One set carried me  
from California to New York, and  
I am still using one of these  
tires. I am fully convinced you have  
the best tires in the world.  
Yours sincerely,  
VOLNEY E. DAVIS.



# Make Money and Make Good

You can do both, as hundreds of other live dealers have been doing for years, by getting in touch with us. Repeat orders tell the story.



## Dayton, Hudson and Haverford Bicycles

The biggest and best value ever offered. A crack-a-jack line, up to the minute in every respect, and sold at a price that makes you wonder if we stole the bicycles. We didn't. What we did do was to bring to bear the enormous purchasing power of our five big stores—Philadelphia (two), Atlantic City, Buffalo and Washington—and our position as large distributors.

## Haverford Tires

have made a reputation second to none. We knew what the dealer wanted and we supplied it in these splendid tires. Hundreds of dealers have built up a profitable business on them.



RUBBER



GRIPS

The standard grip everywhere. We control their sale. Too well known to say anything. Our line of accessories and sundries is complete, and prices tell the story.

Our catalog should be in the hands of every dealer alive to his own interests.

## Haverford Cycle Company

827-829 Arch Street, Philadelphia

BRANCHES

411 MARKET ST., PHILADELPHIA  
427 10TH ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



For the man who wants to invest \$150 in a motorcycle, and for the dealer who knows the man who wants to invest \$150, there is no better offering than the

# HAVERFORD

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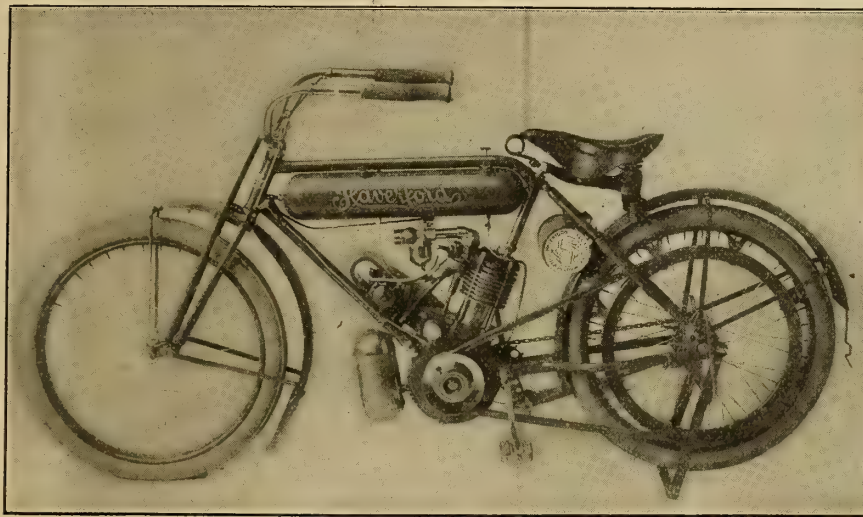
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**\$ 1 5 0**

Equipped  
with  
Battery  
Ignition

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**\$ 1 8 5**

Equipped  
with  
Bosch  
Magneto

---

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## Haverford, Model H, Schebler Carbureter

Bear in mind that the Haverford, among other excellent features, has: Handlebar grip control; leaf spring fork; 4 horsepower engine; fuel tank with 5 quarts capacity; oil tank in rear of fuel tank, holding a quart of oil; force feed hand pump contained in oil tank; 26-inch wheels; wheel base 54 inches; rubber grips; triple expansion muffler, giving silence without back pressure; wide mud guards, with rear guard detachable; automatic locking of the stand when not in use.

Hurry and get in contact if you want to be a live agent or a satisfied owner. The 1911 Haverford Model, Bosch Equipped, is now ready.

## Haverford Cycle Company

827-829 Arch Street., Philadelphia

— BRANCHES —

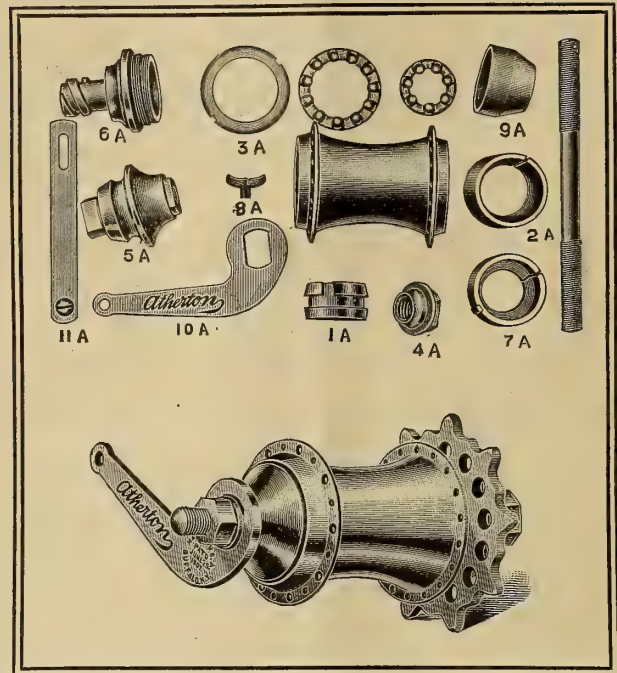
411 MARKET ST., PHILADELPHIA  
427 10TH ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



# Greater Development and More Simplicity

mark another advance in  
coaster brake construction,  
as exemplified in the



# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
effect so far as these qualities are concerned.

---

**IT AFFORDS** { Perfect Braking — Absolutely Free Coasting  
Genuine Satisfaction and a Desire to Live Longer

---

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

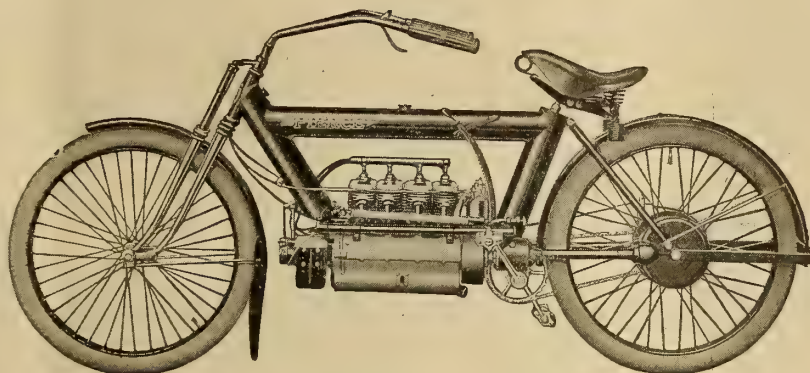
**D. P. HARRIS HARDWARE CO., Distributors**  
48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers





For Short and  
Long-Distance  
Touring



For Mountain  
Climbing and  
Hard Work

The 1911 improvements render Pierce motorcycles the finest in the world. Possessed of more power than the average, they accomplish what others fail to do; being built better and stronger, they last far longer than others. Quietness, cleanliness and simplicity are other superior qualities. The dictates of good sense cause all discriminating buyers to invest in the Pierce.

## We Manufacture Two Models

### *The Single Cylinder*

is undoubtedly ahead of all machines of its class and is superior to all competition excepting in price.

### *The Four Cylinder*

is universally recognized as the world's leading motorcycle. It serves every purpose of the motorcycle user and offers more returns for one's investment than any other motorcycle.

## PIERCE BICYCLES

are pre-eminent throughout the habitable world. You know them because everybody knows them. In purchasing a bicycle consider only the Pierce, for it alone will give you full returns for your investment.

### *To the Dealer*

Unless the Pierce agencies are assigned in

your locality, you should take action at once to secure them. Many dealers make splendid profits by handling the Pierce lines exclusively. We offer you the opportunity to secure the money-making Pierce motorcycle and bicycle agencies as a *part* of your business. Lose no time; write now. Your correspondence will have immediate attention.

Motorcycle Catalog "A" and Bicycle Catalog "B"  
sent **FREE** to applicants

# The Pierce Cycle Company

## BUFFALO, N. Y.

PACIFIC COAST BRANCH, OAKLAND, CAL.



## AS EXHIBITED AT THE SHOWS

where visitors can look it over in detail, the

# EMBLEM MOTORCYCLE

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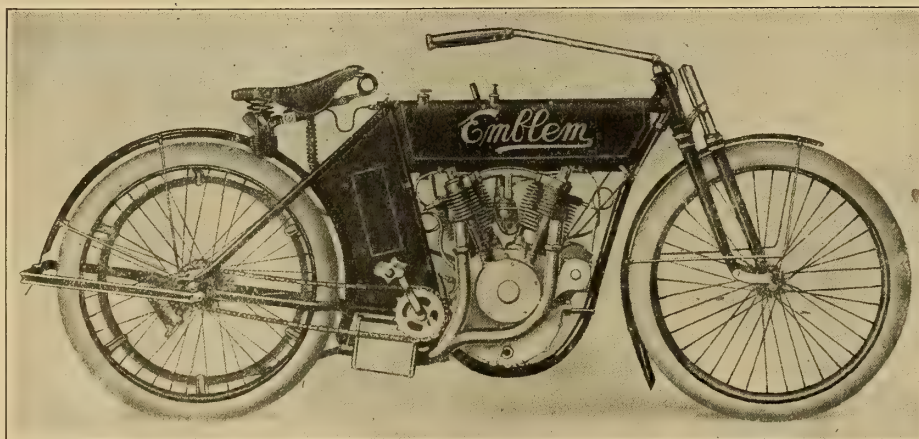
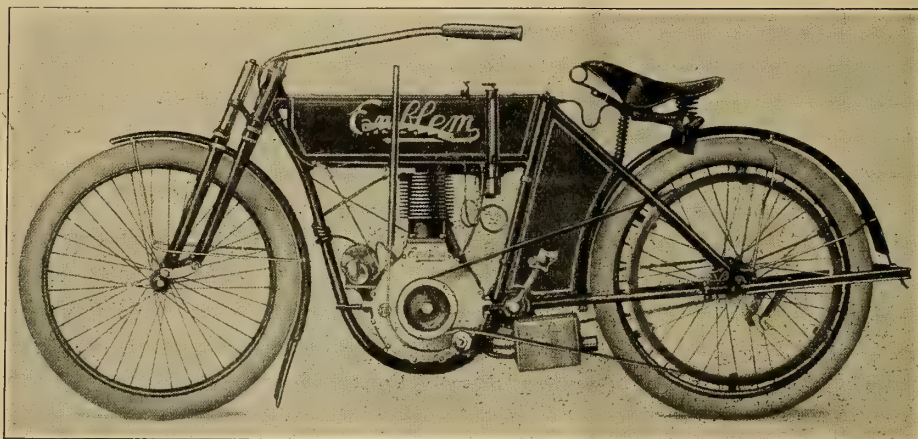
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is a mechanical production that challenges admiration.

On the road, it is a joyous velvet-riding scenery changer.

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Are you fully awake as to what the EMBLEM'S magnificent and constantly increasing success holds for you, in pleasure or profit, or both? We are very approachable.

---

---

Emblem Motorcycles are supplied in 4-horsepower and 5-horsepower singles, and in 7-horsepower twins. With the variety of options afforded, there are a full fifteen models. Flat or V belt; battery or magneto, or double ignition if desired; ball-bearing motor; spring-suspended seat post; internal triangular frame tube reinforcement, and a host of other good features combine to make the Emblem just suit you. There are Emblem Bicycles, too.

---

---

## EMBLEM MANUFACTURING COMPANY

### ANGOLA, ERIE COUNTY, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.



# AUTOMOBILES WITH SHOCK ABSORBERS

Ride easier even with a long wheel base, but it is a necessity to have a SHOCK ABSORBER on a Motorcycle. Every *Mesinger Motorcycle Saddle* has a PATENT SHOCK ABSORBER to prevent vibration.

## NOTE

THE  
STEADILY  
INCREASING  
DEMAND  
OF RIDERS

For *Mesinger Saddles* during the third year of the use of our PATENT SHOCK ABSORBER.

WE NOW CAN PROVE THAT **50%**

of the Motorcycle manufacturers will use as standard equipment *Mesinger Saddles* in 1911, and nearly all the others are using them as part equipment.

COMBINE  
ELEGANCE  
WITH  
STRENGTH  
AND  
COMFORT

Ask the rider and watch him riding

All Parts Guaranteed for the Season

*Mesinger Saddles* are beyond imitation, for we have standardized Excellence and Superiority. *Mesinger* Quality and Design simply cannot be equaled. Why *Mesinger Saddles* are worth more—because they are fitted with *Patent Shock Absorbers* saving the rider and machine from disagreeable jolts and equalizing the springs.

Examine our line at Madison Square Garden Show, Space 723

**H. & F. MESINGER MANUFACTURING CO.**  
1801-1807 FIRST AVENUE, NEW YORK





# LARGEST JOBBERS OF BICYCLES & ACCESSORIES IN NEW ENGLAND

A Specialty Field in Which  
We are Specialists

## THE NEW ENGLAND RACER

A  
WINNER

Fast  
Strong  
Light  
Snappy



The Only  
Bicycle in  
the World  
Built for  
Sprint  
RACING  
on small  
board tracks

New England Racer \$55.00

New England Model 8 Two Bar \$35.00

New England Model 8 \$30.00

*All 1911 Catalogues Now Ready--Write for Them*

**New York and New England Distributors**

### Hudson Bicycles

Racer . . . .	\$50.00
Semi-Racer . .	40.00
Roadster . . . .	30.00

### Dayton Bicycles

Racer . . . .	\$50.00
Heavy Roadster	40.00
Roadster . . . .	30.00

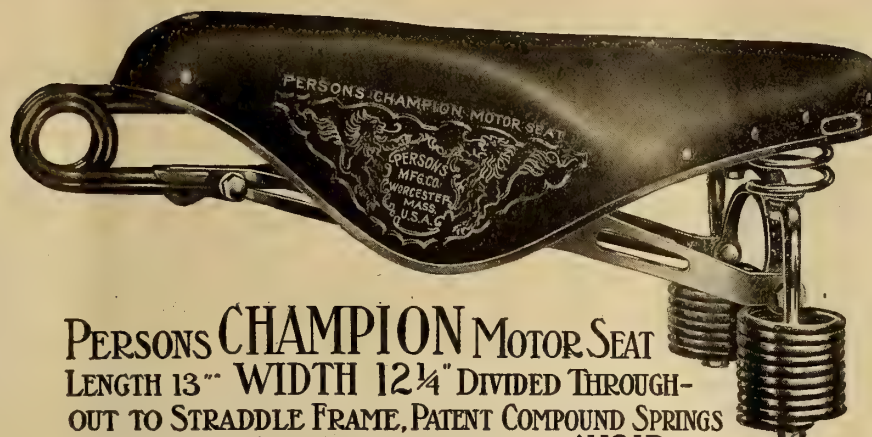
### New England Dist.

for Harley-Davidson  
and Haverford Motor-  
cycles.

**J. W. GRADY CO.,**  
**WORCESTER, MASS.**



If  
you are  
a  
wise rider  
and a  
careful  
buyer



Your  
Motorcycle  
will wear  
a  
Persons  
Champion  
Saddle

**PERSONS CHAMPION MOTOR SEAT**  
LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS  
NO FRICTION, SIDE SWAY OR SQUEAKING. <sup>AVOID</sup> IMITATIONS

## Our Champion Challenges Anyone!

to show, in all other makes of saddles combined, as many **BONAFIDE POINTS OF SUPERIORITY** as given below, all of which will be found in **PERSONS 1911 MODEL**.

**TOP**—Made from finest oak-bark tanned leather. Double or reinforced tops not necessary. Ours are made from full thickness of the hide—no splits used. We are the only saddle manufacturers who are also leather tanners; therefore, we can and do select superior quality hides from which to cut our saddle tops.

**POMMEL**—High and cup-shaped, giving proper and artistic lines; riveted to top with solid copper rivets, insuring maximum of strength. We have always used this method of riveting. It is now being unsuccessfully imitated in inferior makes.

**CANTLE**—Cold rolled steel stamping riveted at the rear—the only proper way. This method of riveting is also now being unsuccessfully imitated, but a comparison soon shows the distinction in the Persons. Cantle is also formed to give saddle a nicely domed shape at rear, to fit the rider. A correctly shaped saddle for horse, bicycle or motorcycle is never flat at this point.

**DIVIDED FRONT SPRING**—It allows the saddle to straddle the frame, insuring a lower seating position than any other saddle and is bolted to trusses—not riveted. This spring, being the metal part most exposed to view, is nicely nickeled.

**SPRING STOPS**—They stop the front spring on the rebound so it will not pass its normal position and strike the rider. It also reinforces the front spring and permits us to hinge

the latter with bolts back of the truss front ends, adding a further reinforcement to front spring and precluding side-sway.

**CLAMP**—Our 1911 model has a universal clamp, making it adaptable to any style seat-post and still retains our double security tilting feature; is built of dropped steel forgings, unbreakable and easily adjusted.

**BRIDGE**—This part spans the rear framing just under the upper springs and is a drop forging—not a stamping.

**POSTS**—These are the vertical parts to which the lower coil springs are attached and are dropped steel forgings—not turned from a rod of doubtful quality.

**SPRING**—Made in our own factory from finest quality oil-tempered spring wire. We do not purchase "ready made" springs.

**DROP FORGINGS**—There are more drop-forged parts in our 1911 Champion Motor Seat than all other makes combined, in fact more than in some bicycles or motorcycles. These forged parts are used to insure a minimum weight with maximum strength.

**ASSEMBLY**—All metal parts are assembled with bolts and nuts, thus giving perfect interchangeability. We do not rivet together the metal parts of our saddles. The workmanship throughout is the best.

### Now Mr. Motorcyclist—Is That Enough Evidence?

If you are still skeptical we don't ask you to accept our statements without proof. Just insist upon your dealer showing you a Persons 1911 Champion and compare for yourself its **POINTS OF SUPERIORITY** with any other saddle made by anyone anywhere. Furthermore, for the superior quality in our saddles, manufacturers pay us a higher price than for any other make, but if you specify Persons Champion as equipment you get the best at **NO GREATER EXPENSE TO YOU**. Reputable motorcycle manufacturers not showing Persons 1911 Model Champion Motor Seat as regular equipment will supply it as an option if you insist upon it.

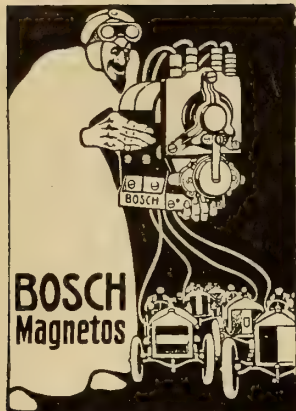
*You Pay the Price—Get Your Money's Worth  
Look for us at the New York Show*

Write for full information and catalogue to the Oldest Saddle Manufacturers in the U. S. A. Established 1892.

**THE PERSONS MFG. CO., WORCESTER, MASS.**

*Build the Best Saddles On Earth*





# The 1910 Victories of Bosch Equipped MOTORCYCLES

Among the important events won by Bosch Equipped Motorcycles during 1910 were the following:

## 17 to 50 Mile Records

F. E. Whittler 40:13 Merkel-Light

## English Tourist Trophy Race Isle of Man

The winners of 22 of the 26 machines to finish were Bosch equipped.

## The London to Edinburgh and Back Race

This was won by Bosch equipped machines and practically all to finish were also Bosch.

## London to York Race 400 miles

W. H. Wells (Gold Medal) Indian

## Wildwood Meet (New Jersey)

William Tuebner on a Bosch equipped Merkel won most of the events.

## Brooklands Race, England

A. J. Moorehouse Indian 168 M 2:52:30 Bosch equipped

## Point Breeze Races F. A. M.

Winners of ten races rode Bosch equipped machines

## Great Transcontinental Record

W. Streiff "N. S. U." 3836 miles 28 days

## Pikes Peak Record

12 hours, 15 minutes made by Stevenson, Reasoner and McReynolds, on Bosch equipped Indians.

## Western F.A.M. Endurance Race—Chicago American Trophy

J. H. Turner 2501 miles 12½ days "M. M."

## Double Transcontinental Trip

Volney E. Davis Indian 10,000 miles 26 States

## Los Angeles Motordrome December 31, 1910

Charley Balke Indian 20 miles 14:11 3-5

See our Exhibits at New York, Chicago, Boston.

95% of the Motorcycles exhibited at Olympia Show, London, used Bosch Magnetos.

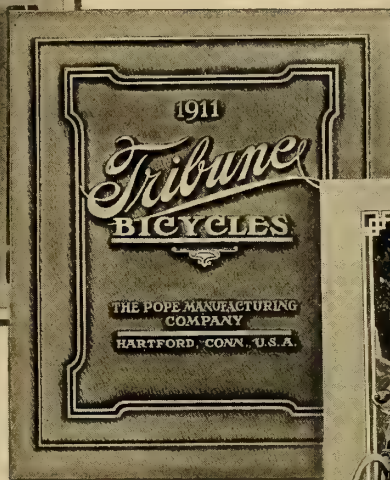
# BOSCH MAGNETO COMPANY



# THE BIG FOUR

Will bring prosperity to those who handle

## Pope Name-Plate Bicycles



Dealers everywhere are building up a live, high grade bicycle business and becoming more prosperous selling

**Columbia  
Cleveland**

**Rambler  
Tribune**

and other Pope Name-Plate Bicycles in rapidly increasing numbers.

### Are You One of These Dealers ?

If not, do you realize that you are allowing yourself to be handicapped, now that the trend of the trade, which made 1910 distinctly a Pope year, is stronger than ever in our direction.

Dealers who are mindful of their opportunities will join the Pope Procession now. The enormous demand for our name-plate bicycles during the past year and the heavy orders that are now being filled at the great Westfield factory, show which way the wind is blowing. This season's trade will bring handsome returns to Pope dealers.

If you would be a successful bicycle dealer this year and build up a successful business for future years it is essential that you handle a high grade line of wheels.

### The Bicycling Public Are Tiring

of the cheap and inferior grade of machines and beginning to realize that they have not been receiving full value for their money, when standard name-plate bicycles could have been obtained at the same price. Pope Reputation and Quality count for as much in a bicycle to-day as they ever did. Sell your customers what they want, a **high-grade Pope Name-Plate Bicycle**. It will enlarge the scope, character and stability of your trade, and add to your business prestige. Dealers who sell Pope Bicycles occupy an established position in the trade. Their business pays well; their future is assured.

The season of 1910 was a revelation to Pope dealers, but it is not a circumstance to what 1911 will be. Be wise, therefore, and let Pope Bicycles Boom your 1911 business for you.

**The Pope Manufacturing Company**  
Hartford, Connecticut



Naturally Every Jobber and Dealer Builds His  
Stock Around Goods of STANDARD Quality

# STANDARD PRODUCTS

INCLUDE THE FAMOUS



BICYCLE **Pedals** MOTORCYCLE

**Spark Plugs      Toe Clips**

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**KNOWN EVERYWHERE—SOLD EVERYWHERE**

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The Quality Standard of All  
Good Bicycles and Motorcycles

**THE STANDARD COMPANY, Torrington, Conn.**



# You ought to have Our 1911 Catalogue of Bicycle and Motorcycle Goods

You can make money selling Bicycles and Motorcycles. You can make more money selling Bicycle and Motorcycle Supplies, and we stand ready to help you. We have just issued our 1911 catalogue and, as usual, it is the encyclopedia of the trade. Its size (5x7 inches) is handy, the illustrations and descriptions are complete and the printed prices are "list."

## SEND FOR YOUR LOW NET PRICES

These prices will be sent to all regular dealers upon request, but please write on your letter-head or enclose your business card. Under no circumstances will trade prices be quoted to other than legitimate dealers.

## Bicycle Agents Wanted—Everywhere

We want active dealers to sell our wheels: one in every town in America, and in all foreign countries. We have a line that looks well, sells well, and stays sold. We will send samples to dealers rated in Bradstreet, with the understanding that we will pay freight back to New York if they don't come up to your expectations. Will you write us?

### "EXPERT" \$20.00

Others list a wheel of this grade at \$25, but you can sell it for \$20. Our net price is many dollars less, and the wheel is right, too. One-inch tubing, enameled rims, square crown, one-piece hanger and good quality unguaranteed tires. We will sell it to you stripped, if you prefer, and with good equipment it will equal in service and lasting qualities any wheel manufactured.

### "VICTOR" \$25.00

This is our popular road model, built on attractive lines, well equipped and fully guaranteed. The net price is less than wheels of equal grade are sold. One-piece hanger and fancy finish. A sample in your window now will sell itself without talk. It is the wheel you ought to sell at the price you ought to pay. Write us for catalogue "B" and our agency proposition.

### "NASSAU" \$30.00

We have marketed this bicycle for twelve years and it is favorably known, both at home and in foreign lands. It is a substantial, high-grade machine, with the earmarks of quality. It retails at \$30 and looks its price. Furnished in black with orange head or orange with black head. Two-piece "straight-line" hanger, special design sprocket and fine equipment throughout.

### "REINDEER" \$35.00

A brand-new model. Frame of 7/8-inch seamless tubing with outside tapered reinforced joints. Two-bar frame construction, adding strength where most needed, yet light enough for road racing. Two-piece hanger with perfect alignment of bearings. "Diamond E" spokes, Thor hubs, and beautifully finished in a rich red with nickel-plated forks.

## Motorcycle Casings at Less Than Half

You can offer your customers a real bargain if you stock this special job of Motorcycle Casings. The maker's name, Morgan & Wright, is on every one, and the quality is excellent. Let us tell you more of this and other bargains.

*If You Can't Call, Send for Catalogues and Bargain Books*



# New York Sporting Goods Co.

15 and 17 WARREN STREET

NEW YORK, U. S. A.





# THE LEADER

is the new

*The 20th Century*

## Motorcycle Generator



Illustration  $\frac{3}{4}$  exact size

Has a new locking device, that fastens the carbide cup to the reservoir.

Has no threads to become clogged or crossed with carbide.

No water pipes to be twisted off by a monkey wrench on account of threads being worn.

Absolutely guaranteed against mechanical defects.

Equipped with universal brackets fitting every motorcycle.

Years of generator and lamp experience behind it.

**WRITE FOR CATALOG**

**20th Century Manufacturing Co.**

**420-22 Ogden Street,**

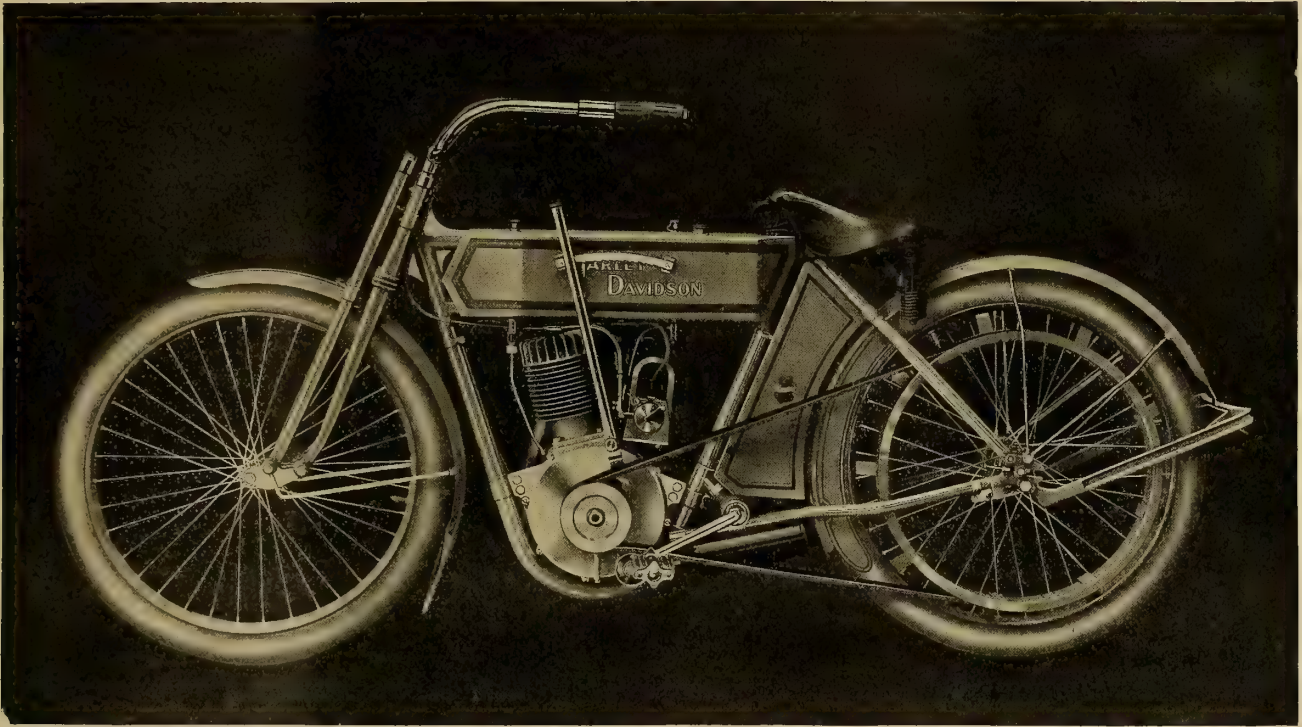
**NEWARK, N. J.**



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# A MIGHTY GOOD INDICATION OF WHICH WAY THE WIND BLOWS

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- ¶ For 1911 several manufacturers are "bringing out" flat belt models, most of them for the first time. Some of them, who have in the past built chain and V belt machines, will now make flat belt machines *exclusively*.
- ¶ The Harley-Davidson has *always* been equipped with flat belt transmission. The others *simply had to* come around to our way of thinking, even if it did take them nine years to do it.
- ¶ But how about the rider who bought the other fellow's machine a year or more ago? He'll be a back number now, won't he?

---

## HARLEY-DAVIDSON RIDERS ARE NEVER BACK NUMBERS

---

- ¶ Don't forget that the Harley-Davidson is the *only* machine equipped with a *belt protector*. It's a patented feature, and *can't* be used on any other machine. And remember, also, that the Harley-Davidson free engine idler is *not* an experiment. It has proved its worth on thousands of machines. This feature, too, is patented, and is *exclusive* with the Harley-Davidson.
- ¶ Our new catalog "18" tells a whole lot about motorcycles that possibly *you* don't know.

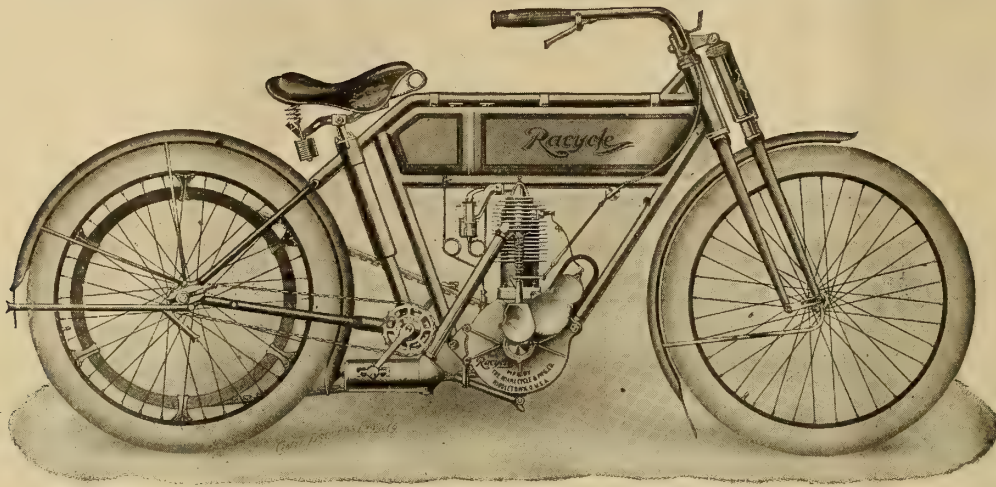
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**HARLEY-DAVIDSON MOTOR CO.**  
34 - L - STREET, MILWAUKEE, WISCONSIN

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# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

For

**THE**

*Racycle*

Free  
Engine  
Clutch  
or  
Idler

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

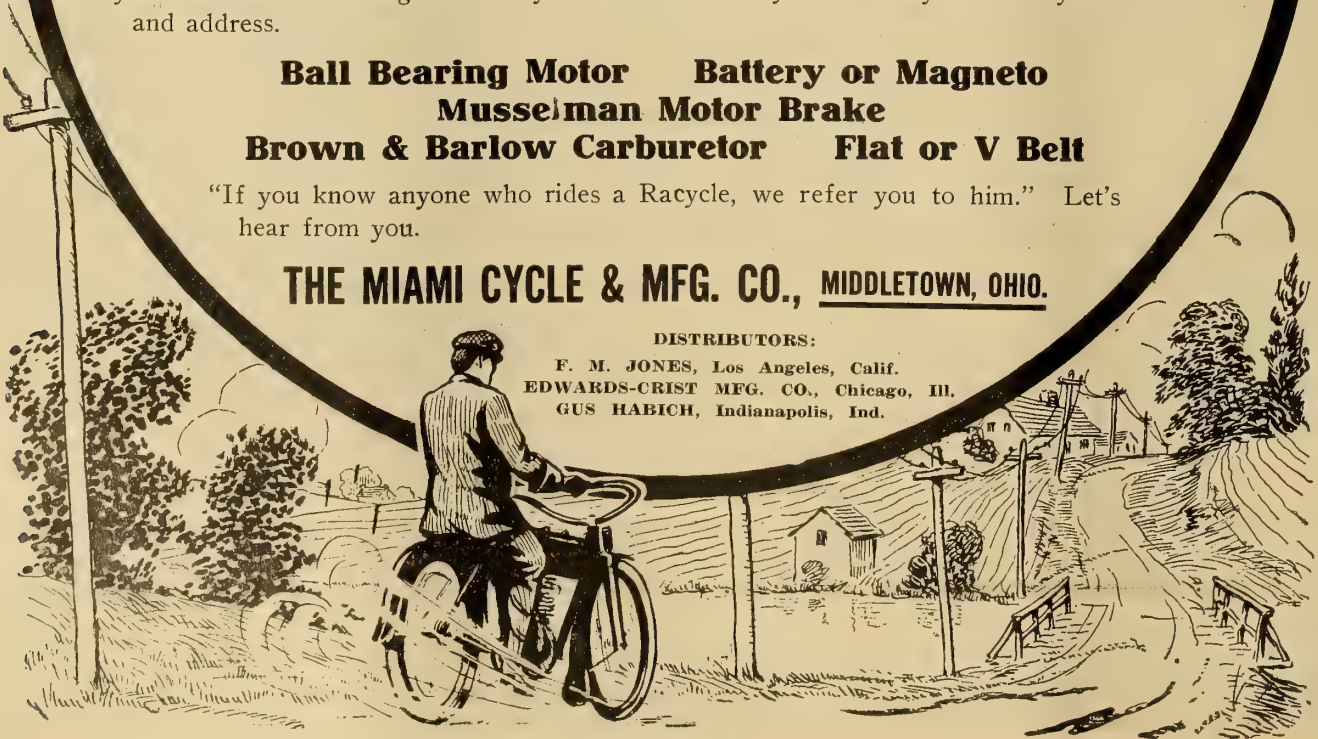
**Ball Bearing Motor    Battery or Magneto  
Musselman Motor Brake  
Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

DISTRIBUTORS:

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, January 14, 1911.

No. 17

## OFFICERS ARE ELECTED FOR R-S

Creditors Constitute Majority of Directors  
Under Reorganization—Wood Made  
General Manager of Company.

Officers and directors for the Reading Standard Co., of Reading, Pa., making R-S motorcycles and bicycles, were elected by the stockholders at a meeting on the 11th inst., in accordance with the reorganization plan by which the creditors of the company take the control incident to accepting preferred stock for their claims. On the reorganization the company starts with a capitalization of \$300,000, of which \$150,000 is common stock and \$150,000 preferred.

The directors chosen are as follows: Clarence A. Earl, of the Corbin Screw Corporation; Charles T. Treadway, of the New Departure Mfg. Co.; W. S. Gorton, of the Standard Welding Co.; R. I. Ward, of the G & J Tire Co.; R. D. Webster, of the Eclipse Machine Co.; G. Jahn, of the Bosch Magneto Co.; W. F. Remppis, of the Reading Standard Co.; C. E. Wood and J. W. Trigger. For the present the office of president is left vacant. C. E. Wood, who has been managing the plant under the receivership, was chosen vice-president and general manager, and C. E. Schwarz treasurer, with W. F. Remppis secretary and sales manager. In the report to the stockholders it was shown that the company now is in excellent shape to go ahead with 1911 production, and that the product is coming through closely to schedule.

### Ball-Fintze Is Reorganized.

The Ball-Fintze Co., of Newark, Ohio, jobber in cycle and motorcycle supplies, has been reorganized and \$50,000 additional

has been put into the business, enabling the company to enlarge and complete its lines and open an aggressive campaign for business during the coming season. James Fintze, sales manager and purchasing agent, has retired from the company, being succeeded by A. E. Caldwell, while E. F. Ball continues as secretary. The Cincinnati branch, at 108-110 West 3d street, has been closed, the stock being moved to Newark in order to concentrate the business. The two cities being but 150 miles apart, the Cincinnati branch was thought superfluous.

### Takes Excelsior for Indianapolis.

A. C. Byerly, who for the past two seasons has handled the Excelsior motorcycle in Danville, Ill., has arranged to establish a new home for the Excelsior in Indianapolis, under the name of the Excelsior Motor Co. In addition to carrying all the 1911 Excelsior models, he will have a full line of motorcycle supplies and accessories.

### Fisher Has Kentucky for Racycles.

C. W. Fisher, of Louisville, Ky., has taken the agency for the Racycle motorcycle, made by the Miami Cycle and Mfg. Co., Middletown, Ohio. He will act as the company's distributor in the Blue Grass State.

### Dayton Dealers Take Miami's Agency.

Niehaus & Dohse, of Dayton, Ohio, are to handle the Racycle motorcycle in that city during 1911. The concern has placed a substantial order for machines with the Miami Cycle & Mfg. Co., Toledo, Ohio.

### Houston Pierce Agency Moves.

George W. Beardsley, of Houston, Tex., who handles the Pierce motorcycle, has moved to larger quarters. The change is from 1014 Texas avenue to 1120 Texas avenue.

## PONTIAC ABSORBED BY FLANDERS

Big Merger Company Combines It with  
Other Projects—To Produce Low Price  
"Bi-Mobiles" Next Spring.

With a capital stock of \$2,500,000, a new company known as the Flanders Mfg. Co. is to absorb the recently organized Pontiac Motorcycle Co., of Pontiac, Mich., along with four other concerns in which Walter E. Flanders and his associates are the principal stockholders, and the change involves numerous departures from the tentative program on which the Pontiac motorcycle concern has been engaged. Not only will there be no Pontiac motorcycles on exhibition at the New York show, but the promised exhibit at Chicago in all probability will not be there, as the motorcycle models now contemplated for manufacture at Pontiac are not likely to be ready before spring. Furthermore, the product, when it appears, will not be known as the Pontiac motorcycle, but will be styled the Flanders "bi-mobile" for the two-wheel model, and the Flanders "tri-mobile" for the three-wheel commercial type.

The Pontiac Motorcycle Co. was organized last October, with a capital stock of \$600,000, to manufacture motorcycles on a large quantity and low price basis, its sponsors being Walter E. Flanders, E. LeRoy Pelletier and prominent Detroit capitalists who had reaped rich rewards from their investments in the E-M-F Co., of Detroit, manufacturing the E-M-F automobile, and who were ready to go into motorcycle manufacture when Flanders pointed the way. George W. Sherman, one of the veterans in motorcycle sales management, was a member of the ground-floor contingent,



and was made the sales manager. Several other Flanders projects were started at the same time, the various factories being allotted a group plan site in Pontiac, where buildings have been erected rapidly, and where factory equipment has been pouring in. These concerns included the Pontiac Drop Forge Co., Pontiac Foundry Co. and the Vulcan Gear Works. This trio, together with the Pontiac Motorcycle Co. and the Grant & Wood Mfg. Co., of Chelsea, Mich., in which Flanders also is interested, are being combined in the new Flanders Mfg. Co., the incorporation papers for which were forwarded to the state capital of Michigan on Wednesday of this week.

It is indicated that the chief products of the new merger company will be motorcycles and automobile parts. The Pontiac Motorcycle Co. itself has had considerable internal struggle in selecting from the diversity of models developed by its experimental department a type to which it would confine itself for purposes of large production. Indications pointed to its having settled on a light twin, but, according to the new plans, the "bi-mobile" or motorcycle will be a single cylinder machine designed and built for enormous sale at a low price, the latter made possible by simple construction and the application of manufacturing methods only possible where immense production is concerned.

The officers of the Flanders company are to be as follows: Robert M. Brownson, president and general manager; A. O. Smith, vice-president; James B. Book, Jr., secretary; Henry L. Stanton, treasurer. Directors—Walter E. Flanders, president of the E-M-F Co., Detroit, Mich.; Dr. James B. Book, capitalist, Detroit; John T. Shaw, president of the First National Bank, Detroit; William T. Barbour, president of the Detroit Stove Works, Detroit; Arthur O. Smith, president of the A. O. Smith Co., Milwaukee, Wis.; Clement Studebaker, treasurer of the E-M-F Co. and of Studebaker Bros. Mfg. Co., South Bend, Ind. and Robert M. Brownson, president of the Pontiac Motorcycle Co.

The new corporation acquires by purchase all of the assets and property of the Pontiac Motorcycle Co., Grant & Wood Mfg. Co., Pontiac Drop Forge Co., Pontiac Foundry Co. and the Vulcan Gear Works, and all contracts and agreements made by the individual companies will be assumed by the consolidated corporation. Each of the five companies has practically the same officers and directors, and a majority of the stockholders in each are interested in the other four.

Numerous advantages in manufacturing, administration and selling are put forward as reasons for the merger. On the manufacturing side it is pointed out that with all purchases made by one purchasing department, larger single contracts can be made and larger orders given, resulting in lower prices, better deliveries, less routine and less clerical expense; that the products

of each factory used by the others can be charged in product at factory cost, inasmuch as only one set of stock holders is to be satisfied; that supervision, non-productive labor and similar items can be centralized and reduced; that less material need be carried for the account of all than is necessary where each company operates individually; that the combined machinery and equipment can be utilized to better advantage by one shop management, so that if not busy on work for one department it can be assigned to work for another; that less value is required in machinery and equipment, with less investment, interest and depreciation; and that tools, jigs and fixtures can be standardized and made interchangeable. Equally imposing lists of economies are offered in connection with the administration and selling, not the least of the items being that in the advertising it is easier to keep the name of one large corporation before the public than five smaller ones.

Of the \$2,500,000 capital stock, which is divided into 22,500 shares of \$100 each, 15,000 shares is common stock and 7,500 is 7 per cent. cumulative preferred, which latter is redeemable in 1921, or may be redeemed at any dividend period after five years by the payment to the stockholder of \$105 per share and accrued dividends.

#### Greyhound 1911 Plans Announced.

In taking over the property of the Greyhound Motor Works, of Buffalo, N. Y., W. C. Chadeayne has formed a new company known as the Greyhound Motor Co., and having a capitalization of \$50,000. The continuity of the product is retained, and the motorcycle that the company is producing is to be known as the Greyhound, as before.

Few changes from the 1910 model are to be found in the 1911 offering, the chief alteration being an increase in the engine dimensions, bringing the cylinder to 30.50 cubic inches. The bore is  $3\frac{1}{2}$  inches and the stroke 3 11-16 inches, the power plant being rated at  $4\frac{1}{2}$  horsepower. The offset cylinder is placed ahead of the main bear-

ing, which greatly reduces the wear on the cylinder wall and the thrust of the rod on the main bearings. It is equipped with automatic type inlet valve, Breeze carbureter and jump spark ignition in the standard equipment, although the magneto model may be furnished at a proportionate advance in cost. Lubrication is by gravity feed from a combination tank which is mounted in the upper panel of the frame. A sight feed glass is located just below the tank, while in the crank case an oil window is placed where the level may be seen at all times. The oil is fed through the right hand crank bearing from which it drains to a well beneath, afterward proceeding by a path, especially contrived, to the other bearing points, both centrifugal force and direct splash being utilized to lubricate the various bearings. Inlosed fly wheels, weighing 24 pounds, have the weight chiefly in rim for smooth running.

One of the most important features of the Greyhound is the shock absorber, a device to effectively and permanently dispose of the shock problem. This, together with the cushion fork and 56-inch wheel base, makes for stability and comfort to the rider.

The standard transmission equipment is flat belt with hand operated idler, and the V belt transmission is listed as an option. Double grip control is employed, with the connecting cables neatly passed through the handle bar tubes and frame head. Long handle bars, liberal mud guards and low rear saddle position add to its appearance.

#### Bridgeport Brass After Business.

The Bridgeport Brass Co., of Bridgeport Conn., which in earlier years gained fame and fortune by its "Searchlight" cycle lamp, has brought out an improved 1911 model acetylene Searchlight for motorcycles and bicycles. The lamp is of the self-contained generator type, and is fitted with universal brackets. New and improved oil lamps are also being offered. In addition to lamps, the company is producing a full line of pumps, including special models for motorcycle use.

#### WHERE CYCLE AND MOTORCYCLE PARTS AND TUBING ARE MADE



New Factory of the Standard Welding Co., of Cleveland, Ohio. The building is 401 feet long.



**HATCHING A "UNIT POWER PLANT"**

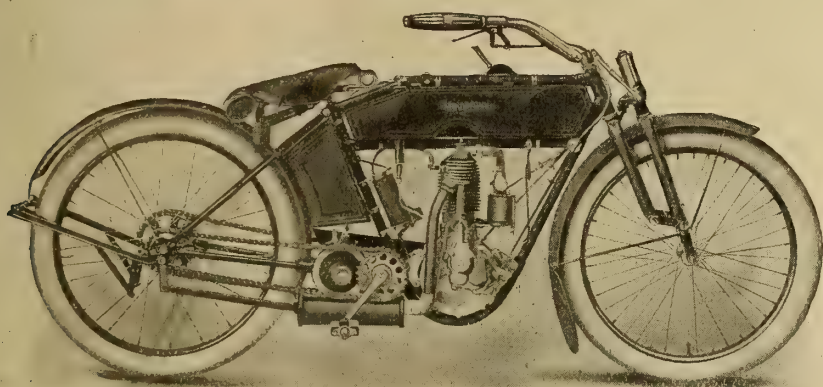
Minneapolis Preparing to Bring Out New Model with Unique Construction—

The 1911 Features.

For the 1911 season the Minneapolis motorcycle, made by the Minneapolis Motorcycle Co., of Minneapolis, Minn., will be made in three models, all single cylinder but one, which is a distinct departure from anything heretofore offered. This latter model is still "in the works," and will be uncovered shortly. The regu-

and the gear box is built into the rear stays. This model has double chain drive, and the gears are shifted by means of a lever working in a sector on the left side of the top bar.

Like the clutch, the Minneapolis two speed is a home product and different from others. It is of the planetary type, but has individual operation for high and low speeds. There also is a neutral position. The shafts are carried on large sized Hess-Bright ball bearings. Combination copper fuel tanks with separate compartments are used, the gasoline capacity being two gallons, and the oil reservoir holding three and one-half quarts.



MINNEAPOLIS WITH TWO-SPEED GEAR

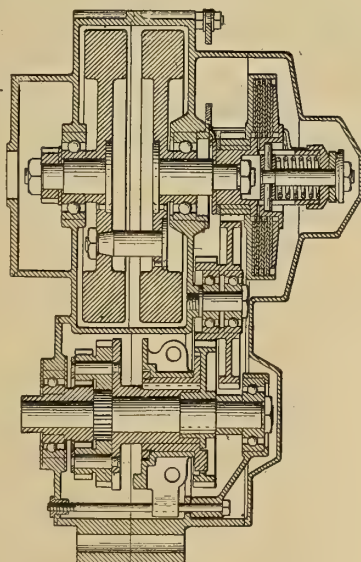
lar models differ only in that one is a two-speed machine, while the other is a single gear, although both have free engine clutches. In general a description of one will suffice for the other.

As in the past, Thor motors are used, and this year the power plants will consist of Thor IV motors and carbureters, with "under geared" transmission incorporated in the engine base. The engine is set vertically in the loop frame, and is fastened by anchor plates attached to the engine base and frame lugs. An automatic inlet valve is used. Battery ignition is standard, and a Bosch magneto is supplied at extra cost. Oiling is by hand pump built directly into the tank.

In frame construction standard lines are followed, the double bar type with loop being used. The top bar is dropped at the rear to give a low riding position. The fork is of Minneapolis design and make, and is of the compound type with enclosed helical springs on the forward member. A departure in fork construction is found in the mounting of the lower hinges and main fork several inches above the end of the secondary member. The wheel base is 57 inches.

On the single geared model the drive is direct by a single roller chain to the rear wheel. This model also is fitted with a free engine clutch of the multiple disc type, and is operated by a latch on the handle bars near the left grip. On the two speed model the free engine clutch also is fitted

Control is vested in the grips and is transmitted through Bowden cables and telescoping rods. The handle bars are of the



"UNIT POWER PLANT" OF FORTHCOMING MINNEAPOLIS

modified V type with long rubber grips. Wheels are 28 inches and are shod with 2½-inch tires, choice being offered of either G & J or Morgan & Wright brands. Option also is given in saddles, either Persons or Mesinger Cavalry type. Thor hubs with knockout front axle and rear coaster brake are fitted. A feature of the brake is that the arm slips into a pocket brazed to the rear fork so that the wheel may be

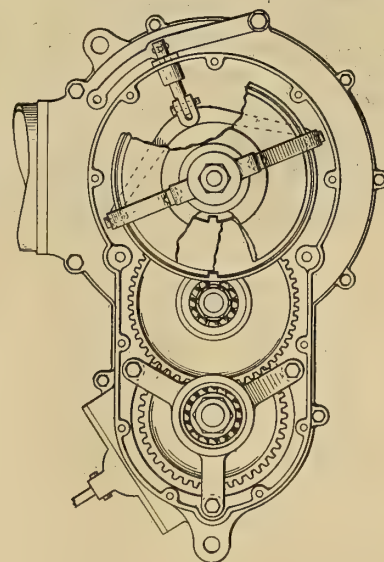
removed without unfastening a brake arm strap. The standard finish is deep green with gold stripes. In the equipment is included a regular hinged rear folding stand and metal tool box located under the saddle.

When the veil is lifted on the new model, it is likely to create something of a furor for several reasons. To begin with, it will be unusually high powered for a single cylinder engine, having a bore and stroke of 3½ by 3¾ inches respectively, and being rated at five horsepower. Furthermore, it will mark the entrance of the Minneapolis company into the field of building its own engines and also will introduce to the motorcycle world that form of construction known as the unit power plant. In this respect it will be distinctly different from anything heretofore brought out in motorcycle circles, through the incorporation of the engine, clutch and transmission in an integral casting. The accompanying illustration shows the relation of the unit elements.

Other advanced features of the new model are the mounting of the engine main shaft, intermediate gearing and two speed gear on Hess-Bright ball bearings. The lower end of the connecting rod has a larger roller bearing. To reduce weight 26-inch wheels and a short frame with 54-inch wheel base, will be used on this model. It already is on the road and is nearing the completion of a 5,000 mile test.

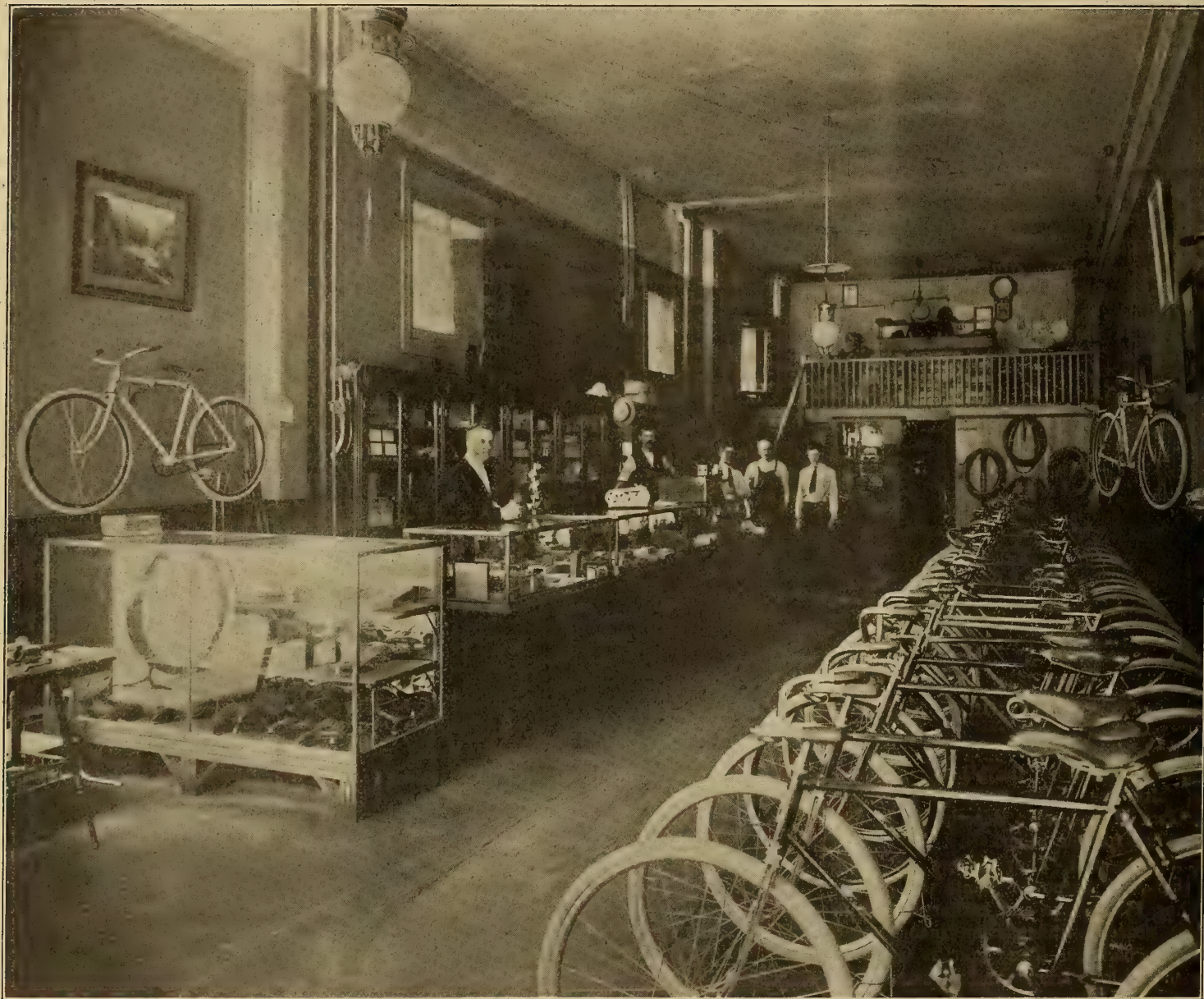
**Hawthorne Salesmen in Convention.**

A convention of the salesmen of the



Hawthorne Mfg. Co., of Bridgeport, Conn., was held at the factory on the 6th and 7th inst. At the convention it transpired that the company has received stock orders for Old Sol motorcycle and bicycle lamps from every jobber listed by the National Association of Bicycle Jobbers, in addition to whom several Canadian and English jobbers also have stocked and catalogued this make of lamps.





The Pettee Cycle Co., of Denver, has built up a thriving cycle trade in a comparatively short time, and now is one of the largest dealers in Columbia and Pope nameplate bicycles in the country. Its store is a model of order and well arranged display.

#### Supplies 600,000 Cycle Pedal Sets.

No less than 600,000 pairs of bicycle pedals were sold in the United States during 1910 by the Standard Co., of Torrington, Conn., according to figures utilized by a financial agent in supporting his statement concerning the present prosperity and activity of the cycle trade. As there are other companies also manufacturing and selling pedals on a large scale, the total of the pedals sold during the year is considerably greater, indicating in some degree the number of bicycles that are being made and used.

#### Crown Cycles Pictured in Colors.

Within the ornate green covers of the 1911 catalog of Crown cycles, the Great Western Mfg. Co., of La Porte, Ind., presents a line including the Adlake, Crown

and Cyrus bicycles, ranging in price from \$50 to \$25. On the inside pages the machines are shown in colors, commencing with Adlake races, having 28-inch rear wheel and 26-inch front wheel, and fitted with straight forks. Juvenile bicycles for boys and girls are shown, and a page is given to the Hygiens spring fork, which-sells for \$5. The rear part of the catalog is given over to illustrations and descriptions of the Crown pedals and roller chain and the Fauber one-piece crank hanger made by the company and sets forth these parts in attractive fashion.

#### Hagstrom Advances Zimmerman.

Phil E. Zimmerman, who has been a general salesman for the Hagstrom Bros. Mfg. Co., of Lindsborg, Kans., has been advanced to advertising manager of the

concern. The company makes blow-out patches, spark plugs and a number of other accessories suitable for motorcycle use. Its capitalization was recently increased from \$150,000 to \$300,000.

#### Tells the Story of the New Indians.

In a birch bark cover the Indian motorcycle catalog for 1911, with brilliant red exterior lettering, is a striking piece of business literature. Its 24 pages inside are rich with mechanical illustration and description, and with pictures and examples from real life, relating to Indian service and performance. The unique cover is a clever reproduction of a piece of birch bark taken from a tree near the Hendee Mfg. Co.'s factory in Springfield, Mass., all frivolous suggestions that it is the "bark" of an Indian engine, notwithstanding.



## NEW FEATURES IN N. S. U. MODELS

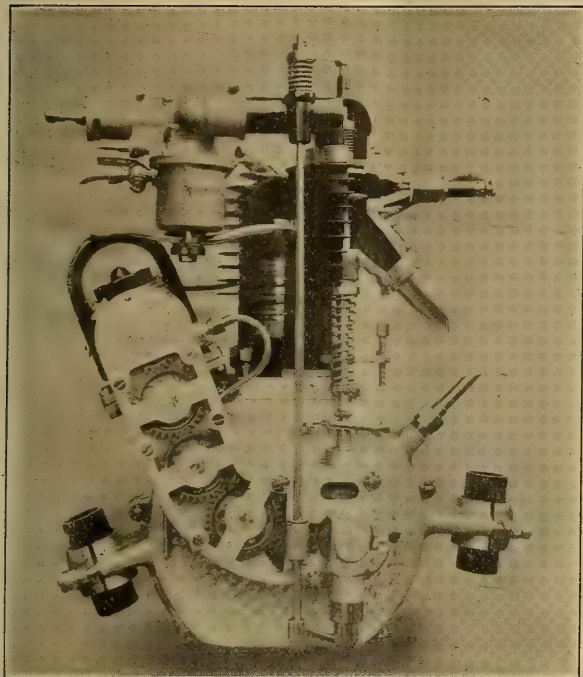
### Grip Control and Spring Frame in 1911 Offerings—Four Types for the American Market.

By reason of the fact that it is the foremost and practically the only foreign built motorcycle now marketed in this country, considerable interest attaches to the 1911 N. S. U. line that the N. S. U. Motor Co.,

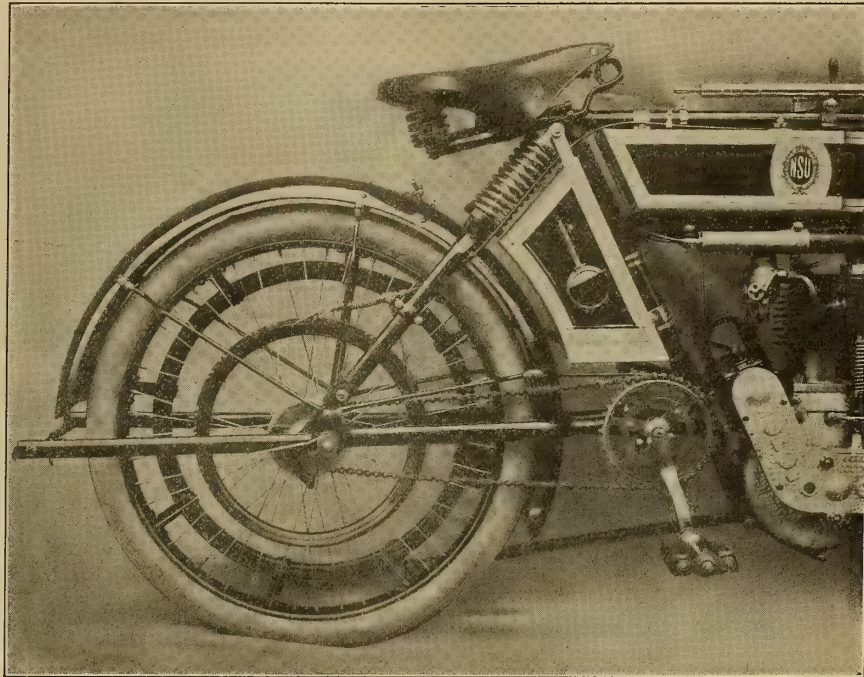
els. In general design and construction all models are closely related and differ chiefly in frame construction, dimensions and engines.

Taking precedence among the new features is the spring frame which is used on all models. Generous sized coil springs are incorporated in the rear stays directly under the saddle, and give the impression of making for exceptional comfort and easy riding. The springs are not enclosed. Changes also have been made in the frame

safer and surer steering. Mechanical inlet valves are fitted to all engines, the motion being through overhead pull down rods. Easy starting, slow running and greater flexibility are obtained by the use of a new automatic carburetor that is controlled from the handle bar. Magneto ignition is universal, and on all models, save the 7 horsepower twin, the magneto is mounted back of the rear cylinder. On the "7" the magneto is carried on a special bracket outside the frame and beneath the forward cylinder



N. S. U. 2 1/2 H. P. MOTOR DESIGN



SPRING SUSPENSION AND CABLE BRAKE

New York City, the American distributor, is offering. In the past the company has been noted for the number and diversity of its models, but for the coming year the line has been reduced considerably, and will consist of four models—two singles and two twins, the former being of 2 1/2 and 4 horsepower respectively, and the twins rating at 3 1/2 and 7 horsepower. The 2 1/2 and 3 1/2 horsepower machines are new models, and incorporate many new features which also are now used in the older mod-

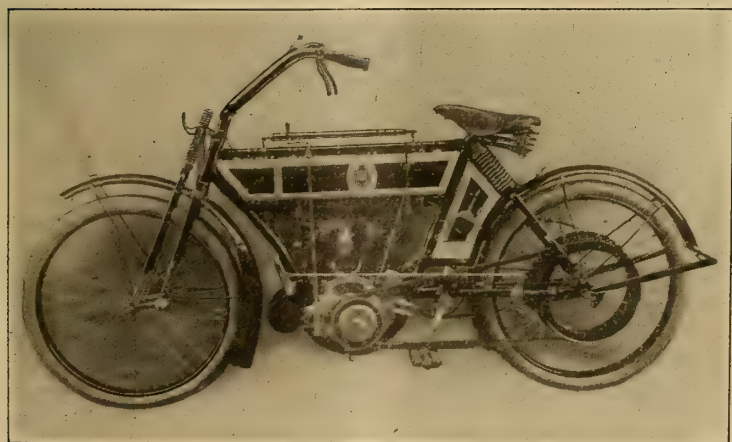
els. In general design and construction all models are closely related and differ chiefly in frame construction, dimensions and engines. Taking precedence among the new features is the spring frame which is used on all models. Generous sized coil springs are incorporated in the rear stays directly under the saddle, and give the impression of making for exceptional comfort and easy riding. The springs are not enclosed. Changes also have been made in the frame

construction and in addition to the open keystone formation heretofore used, a continuous loop type has been adopted for the 4 single and 3 1/2 twin models. A heavy pressed steel steering head is used, and all joints are liberally reinforced by internal tubes, which extend well back into the frame members.

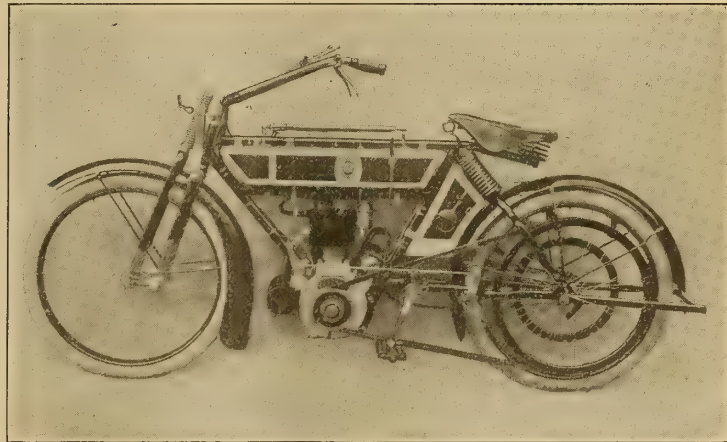
New spring forks of the compound type with helical springs have been adopted. The forks are so mounted that all side play in the front wheel is eliminated, making for

safer and surer steering. Mechanical inlet valves are fitted to all engines, the motion being through overhead pull down rods. Easy starting, slow running and greater flexibility are obtained by the use of a new automatic carburetor that is controlled from the handle bar. Magneto ignition is universal, and on all models, save the 7 horsepower twin, the magneto is mounted back of the rear cylinder. On the "7" the magneto is carried on a special bracket outside the frame and beneath the forward cylinder

der. Lubrication is by a hand pump built into the oil tank. All cylinders are stripped of flanges below the bottom of the stroke. Power is transmitted by rubber V belt on all models, although there is a difference in application. On all models, except the 3 1/2 horsepower twin, the drive is direct, but this model in standard form is "undergeared," although direct drive is offered as an option in connection with the two-speed gear, at extra cost.



N. S. U. 3 1/2 H. P. "UNDER GEARED" TWIN



N. S. U. 4 H. P. "COAST TO COAST" MODEL



The "undergear" mechanism has been improved considerably, and the outer pulley plate and internal gear now are pressed from solid steel in one piece. The adjustable pulley mechanism on the "undergear" model also has been improved and gives a very wide range of gear ratios. It may be operated from the saddle while the machine is running. The well-known N. S. U. two-speed of the planetary type is retained, and has undergone minor refinements. Combined with it is a free engine clutch, and on the low-speed a 35 per cent. reduction is obtained.

American tendencies are apparent in the adoption of grip control. Double brakes are fitted, one of them being of new pattern. The service brake, which is retained from last year, is of the shoe type, and op-

perpetuates the 3 horsepower model of last year, and also is of the roadster type. The cylinders are 58x75 millimeters. Because of the fact that William Streiff crossed the continent last summer on a similar machine, the 4 horsepower single, is known as the coast-to-coast model. Its cylinder dimensions are 85x88 millimeters. As befits the head of the family, the big 7 horsepower twin is termed a de luxe mount. Its cylinders are 75x90 millimeters. For purposes of comparison it may be said that 25 millimeters are approximately equivalent to one inch.

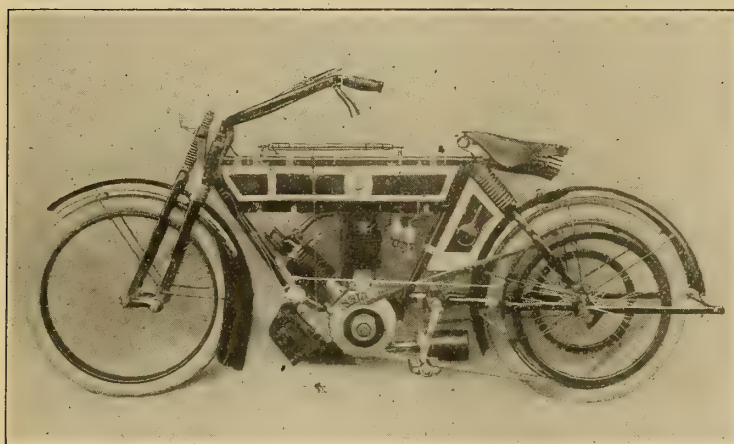
#### Oiling and Adjusting the Clutch.

Like most other pieces of mechanism, free engine clutches require a certain amount of care and lubrication at regular

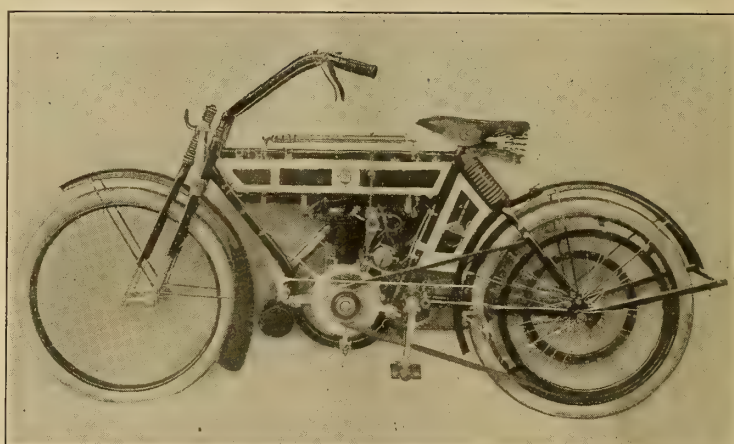
tinued use, it may be tightened as follows: First loosen the operating clamp binding bolt on the outer end of the central shaft, then turn the operating sleeve to the left as far as it will go with the fingers, and then back it off to the right until it is just free. The operating hand lever now should be placed in the "on" position, and the binding bolt on the operating clamp tightened. If the clutch still continues to slip, the four recessed nuts on the outer clutch plate should be tightened one turn, which will increase the spring tension on the clutch plates.

#### Adding Air Through Priming Cups.

Through experiments by riders here and there, and a general passing of the tip along the line, it is pretty generally known that



N. S. U. 7 H. P. TWIN DE LUXE



N. S. U. 2 1/2 H. P. LIGHT SINGLE

erates in the groove of the rear driving pulley. It is actuated by a foot pedal mounted on the left foot rest. The emergency brake is of the contracting type, and consists of a leather washed cable operating in a large grooved pulley on the right side of the rear wheel. It is operated from the handle bars, and by reason of the large diameter of the drum very large braking area is obtained. The rear hub is an improved form of free wheel.

Such unusual precautions as riveting and brazing are taken in making the gasoline and oil tanks to render them strong and prevent leakage. The tanks are separate units, but so placed as to appear as one. A large and sure tight needle valve gasoline shut-off is built into the fuel tank, and large filler caps and a strainer in the gasoline tank also are provided. Another novelty is the fitting of a gasoline gauge which is built into the tank. The new automatic stand snaps into a clip on the rear guard when not in use. Other refinements in equipment are a metal tool case back of the seat post, a luggage carrier over the rear guard and a splashier on the front guard.

The 2 1/2 horsepower single is designated as a mediumweight roadster, weighing 130 pounds, and has a bore and stroke of 66x78 millimeters. The 3 1/2 horsepower twin

intervals if satisfactory results are desired, and inasmuch as these devices come into extensive general use this year, wise riders who are unfamiliar with them will take pains to find out beforehand how to care for them, instead of waiting until their machines are delivered and then learning by experience, which is apt to be costly. In the care of the Indian free engine clutch there is only one lubrication item to be looked after, and that is the oiling of the sprocket rollers. When the clutch is disengaged and the engine is running free, the large counter shaft sprocket rides free on a series of rollers. These rollers are mounted on hollow studs which serve the double purpose of bearings and oil reservoirs, and by reason of the great friction set up, it is necessary that these rollers receive oil at regular intervals of from 200 to 300 miles. There are eight of these hollow studs, the outer ends of which are closed with round headed screws, and the oil is introduced by removing these screws and filling the interior of the studs with thin machine oil which then finds its way to the roller bearings. The oil screws are easily accessible on the outer clutch dust plate. Nothing but the oil specified should be used, and no other part of the clutch requires any lubrication whatsoever. Should the clutch commence to slip when fully engaged, after con-

the speed of a good many machines can be increased several additional miles per hour by admitting extra air in the inlet pipe beyond the mixing chamber. Most mixtures are over rich and cannot be diluted sufficiently by means of the auxiliary port on the carburetor, resulting in excessive consumption of gasoline and an inability to throttle the machine down to seven or eight miles an hour or to attain the speed that a perfect mixture would give. Some machines are fitted with priming cups near the inlet valves, that may be used as extra air inlets by leaving them open after starting. For those who wish to try the experiment, small priming cups can be obtained at automobile accessory stores, or most motorcycle dealers will fit them at a nominal cost.

#### Removing Gasoline From the Float.

In repairing a leaky or punctured carburetor float it is not necessary to punch an extra hole in the surface in order to get out any gasoline that has passed inside. The gasoline may be drawn out by partially submerging the float in hot water with the puncture upward. The heat will rapidly vaporize the gasoline and force it out of the float which will fill with air as it cools. The soldering may then be done in the usual manner.



## DISTINCTIVE FEATURES RETAINED

### Marvel Offset Cylinder and Tank in Tube Frame in 1911 Product—Spring Fork of Improved Design.

Continuing in a single model and standing pat on all distinctive and original features calculated to place the machine in a class by itself, the Marvel motorcycle, made by the Marvel Motorcycle Co., of Hammondsport, N. Y., in its 1911 dress differs chiefly in detail refinements from its predecessors. Such well known earmarks as the tank-in-the-tube frame, the Curtiss motor with offset cylinder, overhead valves and roller bearings, float oil regulator and other Marvel characteristics all are retained for the coming year. These have been Marvel features since its conception.

Because of the advanced features which it exemplifies, the power plant of the Marvel naturally is the chief feature of the machine. With a one piece cylinder,  $3\frac{1}{4}$  stroke by  $3\frac{3}{8}$  bore, it has  $30\frac{1}{2}$  cubic inches of piston displacement and is rated at 4-5 horsepower. The advantages claimed for offsetting the cylinder, a practice which has met with some favor in automobile circles are that it relieves the strain on the moving parts considerably, increases the power on hills and gives easy starting and great pulling power at slow speeds. The valves are placed on opposite sides of the head, directly over the piston, and are operated by a single rocker arm which has a double motion. This arrangement simplifies the valve gear, reduces the number of parts, permits of large size valves with maximum port area, giving maximum power and absence of overheating. The valves, which have cast iron heads and nickel steel stems, have 30 degree bevel seats, instead of the usual 45 degree, and are said not to pit or break readily.

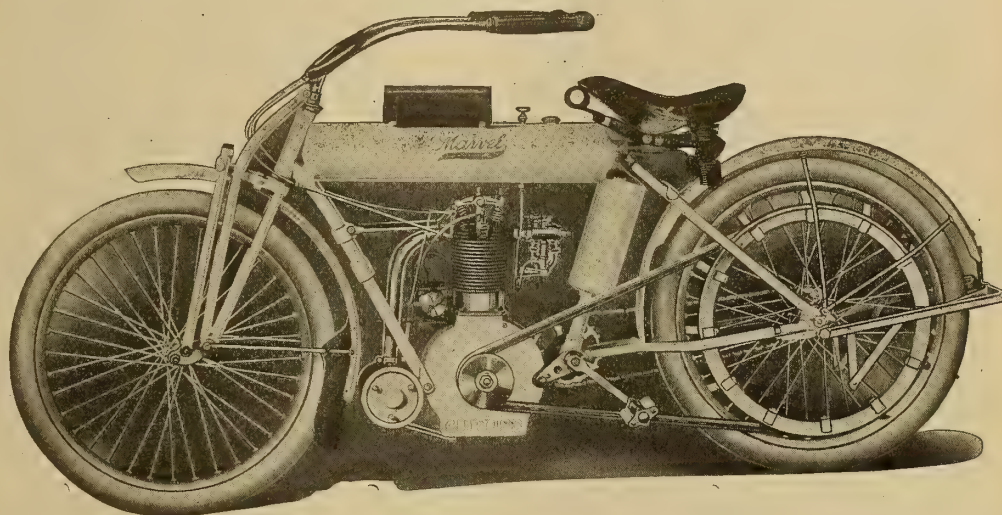
On the main shaft and lower end of the connecting rod, roller bearings of generous size are fitted. The wrist pin is of hollow steel, is locked to the connecting rod and oscillates in bronze bearings in the piston. Three rings are used in the piston. In the bottom of the crank case are cast partitions so that each fly wheel runs in a separate oil pocket or reservoir in which the oil is maintained at a fixed level at all times. A Heitger carbureter, 1911 type with glass bowl, supplies mixture, and is coupled directly to the inlet port, reducing the length of the inlet pipe to a minimum. The exhaust valve and pipe are on the forward side of the engine, where they are exposed to the cool air in front, and the burnt gas is passed directly to a large muffler through a large tube with an easy bend. A Bosch magneto, mounted on a platform on the front side of the engine, furnishes the ignition current. It is driven by an enclosed train

of gears. No battery system is installed on any model.

Lubrication is purely automatic, oil flowing by gravity from the tank to a compartment on the lower right hand side of the crank case and then to the pair of reservoirs in the base itself. The oil level is maintained by a cork float regulator in the outer compartment, and may be observed through a window. This system is claimed to be reliable at all temperatures. The

tube over the crank hanger is four inches in width and has an oil capacity sufficient for 600 miles. Low saddle position is obtained by placing the seat post horizontally in the center of the top tube. The saddle is 30 inches from the ground, and the wheel base is 56 inches.

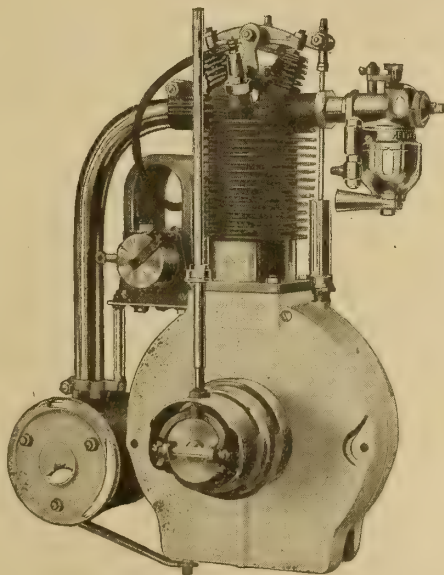
Foremost of the new features is a new spring fork of Curtiss type that is claimed to have a very smooth and soft action. The webbed crown forms a support for the truss



MARVEL 4.5 H. P. MODEL WITH TANK FRAME

motor is hung vertically in an open cradle formed by the crank bracket and the forward diagonal tube. It also has an upper support.

Stress is laid on the frame construction with unit tanks, for which is claimed strength, neatness, large fuel capacity,



CURTISS OFFSET ENGINE

rigidity and absence of tank troubles. The tubes are of cold drawn seamless steel heavily reinforced with end bulkheads brazed in to prevent leakage. The top tube, which is five inches in diameter, holds two gallons of gasoline, and the rear diagonal

leading from the lower tip to the handle bar clamp, and long supple springs are carried in an independent front member. The shape of the handle bars has been changed to a more pleasing form to give a more comfortable riding position. The bars are so fastened as to prevent turning out of line in ruts or sand. Double grip control through Bowden wires is used. Transmission is by V leather belt, which may be adjusted independent of the pedal chain. Standard equipment includes 28-inch wheels,  $2\frac{1}{2}$ -inch Kokomo tires, Mesinger cavalry saddle, wide guards, rear stand, front splashers and long grips. At extra cost may be had the N. S. U. two speed gear or Eclipse free engine clutch as well as a chain idler and luggage carrier. Eclipse hubs and brake are used, with knockout front axle. The weight is 160 pounds and the regular finish is gray with nickel trimmings. Special toolbox clamps are attached to the top tube.

### Motorcycle Tires Pictured and Priced.

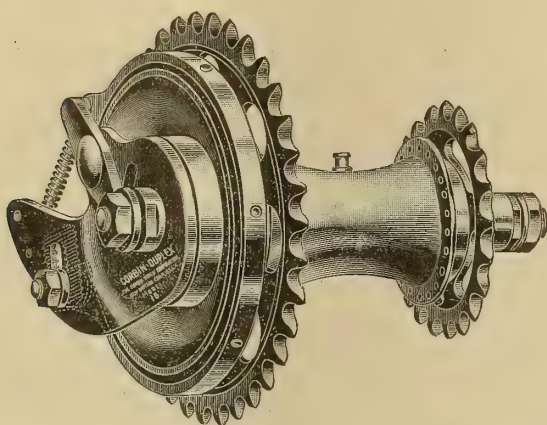
The motorcycle tire department of the B. F. Goodrich Co., Akron, Ohio, has issued its catalog just in time for the motorcycle show at New York. The company's line of motorcycle tires is shown completely, together with the sundries that go with them.

### Warming Lubricants for Fluidity.

In cold weather stiff oil and grease should be heated somewhat, although not melted, to facilitate the filling of grease cups and spring oilers as well as tanks.



**T**RIANGULAR friction band, fitting a large V-shaped drum; new releasing mechanism outside the brake, and an avoidance of all lever interference with chains—these are some of the features of the new



## 1911 Corbin Duplex Band Brake

**I**n the latest Corbin brake for motorcycles the band, instead of being flat, as heretofore, is triangular, two of its sides being applied to the inner faces of a V groove or channel of the drum, which latter is of larger diameter than in previous models. Altogether there is 50 per cent. more braking surface than in previous models.

### MODEL No. 18, CHAIN DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line (both sides).....	1 15-16 inches
Spoke holes .....	36 and 40

### MODEL 18-A, BELT DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

### MODEL No. 19, CHAIN DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line (both sides).....	2 $\frac{1}{4}$ inches
Spoke holes .....	36 and 40

### MODEL No. 19-A, BELT DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

**Corbin Screw Corporation** New Britain  
Connecticut

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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NEW YORK, JANUARY 14, 1911.

## What is the Matter with the Clubs?

When some of the leading motorcycle clubs of the country lose over 50 per cent. of their members, have several hundred dollars in back dues coming which they hardly can collect, and, in some cases, are even forced to sell some of the furniture, reduce the dues, seek less expensive quarters and curtail in other ways, it well may be asked what is the matter with the clubs. The great majority of the motorcyclists in the country are not affiliated with any club and there must be a reason for it. Off-hand, it would seem that the chief reason is that the clubs have nothing to offer that appeals sufficiently to a rider to induce him to join or stay joined. Although there are nearly 200 motorcycle clubs in the country, less than one-fourth are active or progressive enough ever to break into print. The others seem to be in a state of lethargy, and to all intents exist in name only.

All motorcycle clubs have two prime reasons for existence, viz., first, to promote the sport by means of contests, and second, to create and foster the spirit of fraternalism among the members. In addition to these aims nearly all clubs start out with the good intentions of fighting hostile legislation, discouraging violations of the

speed ordinances, fitting up luxurious quarters, owning their own homes and cutting a wide swath generally. But very, very few ever accomplish even a small portion of these ambitions. To varying degrees some are successful in running contests and providing entertainment for the members.

It seems that it is in the field of sport that clubs will in the future find their greatest usefulness, for on them will devolve, to a major degree, the staging of contests. Of course, professional promoters will be attracted by the money making possibilities that the sport offers as it continues to grow; but, judging from past experience and the usual methods employed by promoters, it is likely that motorcyclists who care to engage in competition will prefer to do so under club auspices rather than where private parties control. Furthermore, a competitor, as a rule, would prefer to see a club receive whatever financial benefit may be derived from a contest, because a club spends its money to give pleasure to all its members, while the private promoter keeps all his profits for himself.

While popular in the early days and even now to a lesser extent, there are indications that club runs have outlived their usefulness. There is a growing disposition on the part of the new generation of motorcyclists, particularly among the older and more mature riders to eschew club runs and go off in small parties of three or four. In the first place, it is impossible to select a rendezvous for a club run that will be satisfactory to all. There always will be a certain element who want to go somewhere else, and if they do not rebel openly and follow their inclinations, they follow the crowd against their will.

Again, most club runs, particularly where there is a considerable proportion of young riders, are nothing less than road races, and one experience of this sort is sufficient to turn for all time from further participation those riders both young and otherwise who prefer to go along at a sane pace. It is either a case of hit it up and stay with the bunch, or lag behind and swallow their dust. Neither choice appeals to them.

In the early days of the automobile, club runs were much in vogue, but the great clouds of dust raised by a body of cars in close formation, the recklessness of some drivers and other considerations were responsible for the club run's wane. Nowadays the only time automobiles travel in a

body is in an out-and-out contest, where most of the competitors are tradesmen, and no one objects to the dust or other disagreeable features. The same conditions will exist in motorcycling in a few years.

It may be argued that in the bicycle days club runs always were successful, and retain their popularity to the present day, which is true. With the bicycle the riders stay pretty close together, for physical endurance is a deciding factor, and average riders are pretty nearly equal in this respect. With the motor driven machine, however, the size of the engine and the degree of recklessness of the rider determine how close he shall keep to the main body.

In the matter of developing the social or fraternal feature, most clubs have been lax. With most clubs the only time the club rooms are used is on meeting nights, save for an occasional smoker at long intervals. Dry parliamentary proceedings do not appeal to the majority of riders, and after the first few meetings following their admission to the club they begin to drop off and seek elsewhere the amusement that is lacking. Monthly vaudeville entertainments, pool matches between the members, instructive talks by prominent riders, moderate dues, a live entertainment committee that will put on good attractions and a general effort on the part of the officers to make the club attractive to unattached riders is what is needed.

Clubs ought to spend a majority of their funds in the development of the social feature, for it is here that a member will look for the most return for his money. In practically all closed club contests, a participant pays extra for whatever pleasure he derives from it, so that all returns for his money must come in the social end, and this is where a club can make itself strongest with its members and most attractive to outsiders. When a rider knows that there are cosy quarters where he can drop around any time and spend a few hours in pleasant companionship, with current motorcycle literature on the table, a graphophone and plenty of records at his disposal, and other similarly appealing features, he will feel like keeping up his membership and bringing in new members. The business affairs should be left to a few competent officers, who are free to go ahead without burdening each meeting of the club with fiscal affairs, and who can make full, clear annual reports.



# Coming Events

1911 JANUARY 1911							1911 FEBRUARY 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7	5	6	7	8	9	10	11
8	9	10	11	12	13	14	12	13	14	15	16	17	18
15	16	17	18	19	20	21	19	20	21	22	23	24	25
22	23	24	25	26	27	28	26	27	28				
29	30	31											
JANUARY—FIRST MONTH							FEBRUARY—SECOND MONTH						

January 15, Oakland, Cal.—Opening motorcycle meet on new Elmhurst motor-drome.

January 16, Buffalo, N. Y.—Ten hour amateur cycle race in Broadway Arsenal.

January 16-21 New York City—Association of Licensed Automobile Manufacturers' eleventh annual show, in Madison Square Garden; motorcycle section.

January 18, New York City—Meeting of the Motorcycle Manufacturers' Association at Hotel Breslin.

January 21, New York City—Century Road Club of America's annual ball at Lyric Hall, Sixth avenue and 42d street.

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 4, New York City—Bicycle race at Irish-American A. C. carnival in Madison Square Garden.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 21, New York City—Century Road Club Association, Eastern Division, annual ball in Westminster Hall, Lenox avenue and 114th street.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

which will be held in Alhambra Hall, 125th street and 7th avenue, on the evening of February 28. A pleasant evening is promised all who attend.

## Camden Has a Motorcycle Club.

With 33 names on the charter list, the Camden (N. J.) Motorcycle Club was formed last week and officers elected as follows: H. Heckenhorn, president; A. L. Hilaman, vice-president; William T. Reed, recording secretary; R. C. Smith, financial secretary; W. J. Aitken, treasurer; J. W. Howell, captain; J. H. Ledyard, first lieutenant, and Carl Eldridge, second lieutenant. Affiliation with the F. A. M. will be completed at the next meeting, and for the present the club will meet at the Yale motorcycle agency, Broadway and Mickle streets.

## C. R. C. of A. Ball is Rolling Well.

Metropolitan cyclists are looking forward with considerable expectation to the annual ball of the Century Road Club of America, of New York City, at Lyric Hall, on the 21st inst. From present indications the affair will be the largest and most successful ever conducted by the organization, and it is confidently expected that all the local clubs will send large delegations. Tickets may be obtained on application to the secretary, A. P. Bastide, 578 Lexington avenue, New York City.

## Why Not Ladies' F. A. M. Jewelry?

Now that the F. A. M. is going into the jewelry business, it should not overlook the ladies. Hat pins, bracelets, handlebar ribbons, brooches and pocket mirrors with the F. A. M. emblem worked in, make graceful gifts.

## Too Good to "Turn Loose."

"Find my subscription for the Bicycling World and Motorcycle Review enclosed. It looks like I can't turn it loose."—T. J. Laird, Dublin, Tex.

## FAMILIAR NAMES ILLUSTRATED.



"AMERICAN"

## Correspondence

### Oil in the Fuel; Curing a "Jingle."

Editor of the Bicycling World and Motorcycle Review:

I find from experience that a tablespoonful of engine oil mixed with a gallon of gasoline makes a marked difference in the running of the motor, increasing its efficiency 10 per cent. It has a tendency to lubricate the valves, seats and the like, which in a good many motors do not get the required lubrication. I myself ride a 2¾ Indian with mechanically operated valves, so you see it would make a very marked difference with an automatic inlet valve.

A mysterious knocking and jingling in motor that none of the experts could locate was found by myself to be due to the

loosening of one-half of the fly wheel on the crank shaft; just enough not to be noticed when taken down, but enough to fly out of shape when running. The discovery may be of value to other motorcycle riders.

GARNER SMITH.

Canton, Miss.

### Harlem Motorcyclists Elect.

Louis H. Guterman was re-elected president of the Harlem Motorcycle Club, of New York, for the coming year at the annual election of officers last week. The other officers chosen were as follows: William P. Hubschmidt, vice-president; R. G. Hanna, secretary; Daniel Willis, treasurer; John Gold, captain; W. L. Coursen, first lieutenant; David Rosen, second lieutenant. Several new members were elected. A cordial invitation is extended to all motorcyclists to attend the club's first annual ball



## Snow and Grades No Obstacles to Motorcycling



The photograph was taken as Ira Swetland and M. E. Gale were testing out the 1911 single cylinder 5 horsepower motorcycle near Angola, N. Y., where the Emblem Mfg. Co. is located. The forward machine has a V belt and the rear machine a flat belt and idler.

### Broad Platform for Marylanders.

Officers for the coming year have been elected by the Maryland Motorcycle Club, of Baltimore, as follows: Harry A. Foreman, president; August Zimmerman, vice-president; Frank G. Boyd, secretary; De Witt C. Kemp, treasurer; Howard Essig, captain; H. E. Snyder, first lieutenant; Samuel H. Congdon, second lieutenant; Rodgers Wilkins and Ray D. Boyd, executive committee. Starting two months ago with six members, the club now has 30 names on its roster, and is planning to secure many more before the opening of the riding season. Its headquarters are at the corner of North and Slingluff avenues, Walbrook, one of the pretty suburbs of the City of Homes.

In outlining the policy of the club and its plans for the coming season, President Foreman spoke as follows:

"Motorcycling has come to be such an extensive sport in the last few years all over the country, and especially in Baltimore, that the necessity for co-operation has made itself manifest. Companionship, when riding, is a very essential feature, and the more the merrier. When you are riding along the road by yourself it is not half so pleasant as when you have several

riding partners to chat with and 'open up' now and then to see who has to 'take the dust.'

"Motorcycling differs from automobiling in that there is not much pleasure unless there is a group of riders, and to have as many as possible is our aim.

"There are some very able riders in the club which are proven at the meet at Electric Park on Thanksgiving Day. Ray Boyd, one of the charter members, who had only been riding for two months, captured an event, making several of the old riders take a back seat, and by the time the riding season is in bloom and the races are held at Electric Park, we expect to show plenty of speed in the name of the Maryland Motorcycle Club.

"I want to make the positive statement that the club is not catering to the desires, nor furthering the interests of any agents of machines. The policy of the club is to bring together all riders regardless of their mounts. No agent of any make of machine or trade rider can hold office. In this way we hope to have a non-partisan club, so far as the make of machines is concerned. The sociability is what we desire, and any rider, irrespective of his mount, is welcome."

### North Shore Club's Fine New Home.

One of the few real motorcycle club houses built particularly for the purpose has just been completed for the North Shore Motorcycle Club, of Chicago, which took possession of its new home this week. The building is situated at the corner of Clarendon avenue and Sheridan road, and is elegantly furnished in mission style. The furnishings include a piano, billiard tables and athletic apparatus. The storage room has a capacity of over 100 machines. On next Friday night, 20th inst., the club will give a reception and ball to members and their friends. A big slate of sporting events, including endurance runs, hill climbs and track meets, is being arranged for the coming season.

### Taking an Ignition Stitch-in-Time.

Although no actual misfiring is taking place, ignition trouble may be present. Contacts or plug points may be dirty, allowing only a tiny spark to jump across the plug.

### Engine Racing Injures the Clutch.

With a multiple disc clutch, the engine should not be allowed to race before the clutch is engaged; otherwise excessive slipping will take place.



CYCLE AND MOTORCYCLE TRADE LUNCHEON AT THE HOTEL ASTOR, NEW YORK CITY, JANUARY 12, 1911





# CYCLE TRADE'S WINTER GATHERING

## Vexed Question of Determining What Concerns are Really Jobbers Again to the Front— Jobbers Add Six Names to Official List—Successful Joint Luncheon.

Previous to the big joint trade luncheon at which the cycle and motorcycle manufacturers, the accessory jobbers and the parts and accessory manufacturers met in a social way at the Hotel Astor, New York City, on the 12th inst., there were two important trade sessions in the morning at the same hotel. These sessions were held concurrently in different rooms, one being the meeting of the National Association of Bicycle Jobbers, and the other that of the Cycle Parts & Accessories Association. Both sessions were far from mere perfunctory routine affairs, each being marked with lively discussion and the handling of vital trade matters without gloves.

Change of name was decided upon by the jobbers in order to give recognition to the business of handling motorcycle supplies and accessories. It was thought that the word "cycle" was sufficiently inclusive to take in both the bicycle and the motorcycle meanings, and the National Association of Bicycle Jobbers hereafter will be known as the National Cycle Jobbers' Association. A new division district was created for New England which formerly was included in the Eastern District, and six new names were added to the jobbers' list. A proposal was made to create a separate list of jobbers for the motorcycle trade, including those motorcycle distributors who do a large accessory business with sub-agents, but no definite steps were taken in this direction, the matter being left to the consideration of a committee which is to confer with the committee from the accessory and parts manufacturers as to what methods shall be taken to classify bona fide jobbers.

In the election of officers R. P. Robinson, of the New York Sporting Goods Co., was re-elected president, and F. I. Willis, of the Hearsey-Willis Co., secretary. The vice-presidents for the various districts are as follows: New England district, J. W. Grady, of J. W. Grady & Co., Worcester, Mass.; Eastern district, George W. Nock, George W. Nock Co., Philadelphia, Pa.; Southern district, C. L. Elyea, Elyea-Austell Co., Atlanta, Ga.; Middle district, J. C. Ralston, Beckley-Ralston Co., Chicago, Ill.; Pacific district, C. F. Wright, Ballou & Wright, Portland, Ore.

The new firms added to the official jobbers' list are: D. E. Foot Rubber Co., Cleveland, Ohio; Pennsylvania Rubber & Supply Co., Cleveland, Ohio; J. H. Martin Arms Co., Little Rock, Ark.; Pogue, Miller & Co., Richmond, Ind.; Nelms-Wiesenfeld Co., Jacksonville, Fla.; Johnson-Meyers Co.,

Memphis, Tenn., formerly known as the Johnson-Weeks Co.

In the morning session of the Cycle Parts & Accessories Association the old officers were all re-elected, and it was decided to meet with the jobbers in an Atlantic City convention some time between August 10 and 20. An appropriation of \$1,500 was voted toward the entertainment features at Atlantic City. The proposal was made that the association itself should undertake the preparation of its own list of jobbers to be recognized by the Cycle Parts Association, but this suggestion was vigorously combatted by those who felt that the jobbers were capable of handling the problem of what firms really are jobbers. A committee was appointed to confer with a jobbers' committee as to the best way of determining the requirements that shall determine a jobber. The committee consists of F. S. Waters, of the Chicago Handle Bar Co.; De Witt Page, of the New Departure Mfg. Co.; T. R. Palmer, of the Continental Rubber Works; J. W. Brandt, of the Troxel Mfg. Co., and Louis Schwab, of Stevens & Co.

Because of the prolonged session of the jobbers, the hour for the trade luncheon given by the Cycle Parts and Accessories Association was delayed until about 2 o'clock p. m., but the affair commenced immediately after the jobbers adjourned. It was held in one of the smaller dining rooms on the eighth floor of the hotel. After the courses were well advanced, W. S. Gorton arose and made a few facetious remarks concerning various tradesmen present, and then introduced Guernsey Van Riper, of Indianapolis, Ind., who read an address concerning publicity and its relation to the industry.

At all of the round tables at which the guests were seated there was ample evidence during the luncheon that affairs of the kind are of value in bringing prominent men of the trade together in an agreeable way, and the smoothness with which everything was conducted indicated the able preparation that had been made by W. J. Surre, of the Cycle Parts and Accessories Association, who had had the chief burden of the arrangements. Cycle and motorcycle manufacturers, jobbers and the members of the Cycle Parts Association found the opportunity an excellent one for getting better acquainted with their neighbors at table, and in many instances important outside business engagements were voluntarily "forgotten" in order to enjoy the fellowship of the occasion while it lasted.

The luncheon's attendance roster was as follows:

Albany Hardware & Iron Co., Albany, N. Y.—W. J. Buckley and W. E. Farkett; Alexander-Sewald Co., Atlanta, Ga.—W. D. Alexander; W. D. Andrews, Syracuse, N. Y. Badger Brass Mfg. Co., Kenosha, Wis., and New York City—L. J. Keck; Ballou & Wright, Portland, Ore.—C. F. Wright; Bicycling World & Motorcycle Review, New York City—Joseph Goodman, F. W. Roche, C. D. Wight and R. S. Drake; Bi-Motor Equipment Co., Boston, Mass.—C. W. Curtiss; Buffalo Specialty Co., Buffalo, N. Y.—Fred H. Wood.

Consolidated Mfg. Co., Toledo, Ohio—A. B. Coffman and F. C. Cornish; Continental Rubber Works, Erie, Pa.—T. R. Palmer and W. J. Surre; Corbin Screw Corporation, New Britain, Conn.—C. Glover, Clarence A. Earl, E. C. Bowman and A. H. Harrop; Crosby Co., Buffalo, N. Y.—W. H. Crosby. Diamond Chain & Mfg. Co., Indianapolis, Ind.—W. C. Roby and L. M. Wainwright; Diamond Rubber Co., Akron, Ohio—F. N. Narns and B. W. Snowman.

Eclipse Machine Co., Elmira, N. Y.—Ralph D. Webster; Elyea-Austell Co., Atlanta, Ga.—C. S. Elyea and A. H. Bailey; Empire Tire Co., Trenton, N. J.—W. S. Semple.

Fisk Rubber Co., Chicopee Falls, Mass.—Milton R. Brown; Forsyth Mfg. Co., Buffalo, N. Y.—H. N. Rose; Keyser Fry, Reading, Pa.—Keyser Fry.

G & J Tire Co., Indianapolis, Ind.—H. A. Githens and G. H. Hamilton. J. W. Grady & Co., Worcester, Mass.—J. W. Grady and Harry L. Howe; George W. Greiss & Co., Philadelphia, Pa.—George W. Greiss.

Haverford Cycle Co., Philadelphia, Pa.—E. J. H. and J. H. D. Sissulen; Henry Horton, New Haven, Conn.—Harry Horton.

K. & C. Mfg. Co., Henniker, N. H.—William Lovell; Henry Keidell & Co., Baltimore, Md.—William Holland; Kokomo Rubber Co., Kokomo, Ind.—D. L. Spraker.

J. S. Leng Sons & Co., New York City—George Hees; Light Mfg. & Foundry Co., Pottstown, Pa.—E. S. Fretz and E. R. Casse.

Manufacturers' Supplies Co., Philadelphia, Pa.—C. A. Wigmore; Merkel-Light Motor Co., Pottstown, Pa.—Joe Merkel; H. & F. Mesinger Mfg. Co., New York City—H. Mesinger and F. Mesinger; A. R. Mosler & Co., New York City—C. C. Boynton; Frank Mossberg Co., Attleboro, Mass.—Frank Mossberg, A. Edwin Bätzett and Walter I. Tuttle.

National Tube Co., Chicago, Ill.—C. H. Wood; New Departure Mfg. Co., Bristol, Conn.—DeWitt Page and M. J. Horton; Nelms-Wiesenfeld Co., Jacksonville, Fla.—Robert R. Nelms; New York Sporting Goods Co., New York City—P. R. Robinson; George W. Nock, Philadelphia, Pa.—George W. Nock.

Persons Mfg. Co., Worcester, Mass.—William E. Eccles; Pope Mfg. Co., Hartford, Conn.—Albert L. Pope. C. E. Walker and B. A. Edgar. Progressive Cycle Co., New York City—A. Scaison.

Louis Rastetter & Son, Fort Wayne, Ind.—W. C. Rastetter.

A. Schrader's Sons, New York City—M.



C. Schweinert; Sidener & Van Riper, Indianapolis, Ind.—Guernsey Van Riper; C. J. Smith & Co., St. Paul, Minn.—C. J. Smith; Standard Co., Torrington, Conn.—Charles E. Morehouse, G. E. Hammann and D. R. Smith; Standard Roller Bearing Co., Philadelphia, Pa.—T. J. Heller and F. B. Wood; Standard Welding Co., Cleveland, Ohio—W. S. Gorton; Stevens & Co., New York City—L. Ess; Joseph Strauss & Son, Buffalo, N. Y.—G. C. Strauss.

Toledo Rubber Co., Toledo, Ohio—T. H. Deardoff; Troxel Mfg. Co., Elyria, Ohio—J. W. Brandt; Tucker Wood Rim Co., Sidney, Ohio—J. B. Tucker; Twentieth Century Mfg. Co., Newark, N. J.—J. C. Henderson.

Utica Cycle Co., Utica, N. Y.—W. F. Carroll; Van Cleef Brothers, Chicago, Ill.—N. Van Cleef; Vim Cycle & Hardware Co., Buffalo, N. Y.—John W. Henry.

G. H. Westing Co., Indianapolis, Ind.—G. H. Westing; Whitney Mfg. Co., Hartford, Conn.—Clarence E. Whitney.

C. N. Andrews, F. R. Huntington, J. E. Lancaster, Charles W. Leng, W. H. Grover, W. E. Harmon, A. E. Goodby, F. B. Parks, W. N. Sauter, Elias Pitjele, T. M. Rein-

stoad, F. I. Willis, Max W. Sladkin, A. M. Scheffy, E. J. Lobdell, J. W. White, J. T. Wilson H. Walters and A. Kidder.

#### Graphite's Use in Lubrication.

Finely powdered or deflocculated graphite introduced in the oil tank in the proportion of a teaspoonful to a quart of oil will make the engine run more smoothly and hold its compression better. The graphite will not interfere with the action of any mechanical lubricator. It also is good for grinding valves, making the operation easy and giving a fine polish to the seats. Graphite and oil mixed to the consistency of paste is the best cure for squeaky spring forks of the leaf type. To introduce it the machine should be suspended at the front end by passing a rope around the bars or head so as to take all load off the fork. Then loosen the spring clip, pry the leaves apart with a screwdriver and smear the lubricant in with a thin knife. This treatment will cure squeaks practically for

all time, as well as keep out the dampness and rust, which causes broken leaves.

#### Obstinate Spark Plugs in Valve Caps.

On some engines the spark plugs are screwed into the valve caps, which in turn are screwed into the cylinder head. It sometimes is a fault with such construction that after they have become heated and cooled, the plug and cap become frozen or welded and turn as one when an attempt is made to remove a plug. One way of getting a plug out and leaving the valve cap undisturbed is first to tighten the plug until it slips a fraction of an inch. A quick jerk in the opposite direction then will loosen the plug and leave the valve cap tight. After the plug has been removed from the cap, to prevent it sticking again, the threads should be smeared with graphite before the plug is replaced. Valve caps can be prevented from sticking in the same way.

### WISTARIA-HUNG GATEWAY TO THE WONDERS OF THE NEW YORK SHOW



The Entrance Lobby to the Madison Square Garden is Elaborately Trellised and Ornamented for the Exhibition.



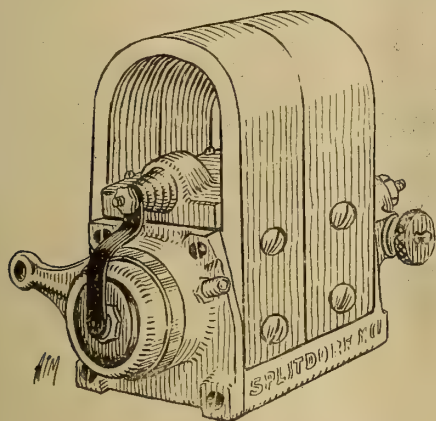
# Garden Show Rich in Accessories

Motorcycle Equipment Amply in Evidence in the First Week of the New York Exhibition—  
Splitdorf's New Magneto—Novel Non-Skid Tires—"Motorcycle Section" Exhibitors.

Motorcycle accessories have by no means been lacking during the first week of the Madison Square Garden show, despite the fact that the real "Motorcycle Section" holds forth during the second week, January 16 to 21. Some two score of exhibitors during the first week have had motorcycle articles on view in addition to their automobile goods, and as many if not most of

rubber holding them together, so that the tire is highly resilient. The "blue streak" is purely a motorcycle racing tire, the

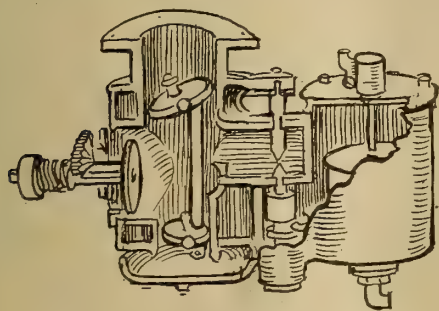
were used by Charles Balke in his record breaking ride at Los Angeles on December 31. The other tires are a studded tread,



SPLITDORF'S NEW MAGNETO

these same exhibitors remain right through the second week as well, they constitute an important aggregate to the visitor who is interested chiefly in motorcycling.

Commencing with the first of the accessory spaces, on the elevated platform at

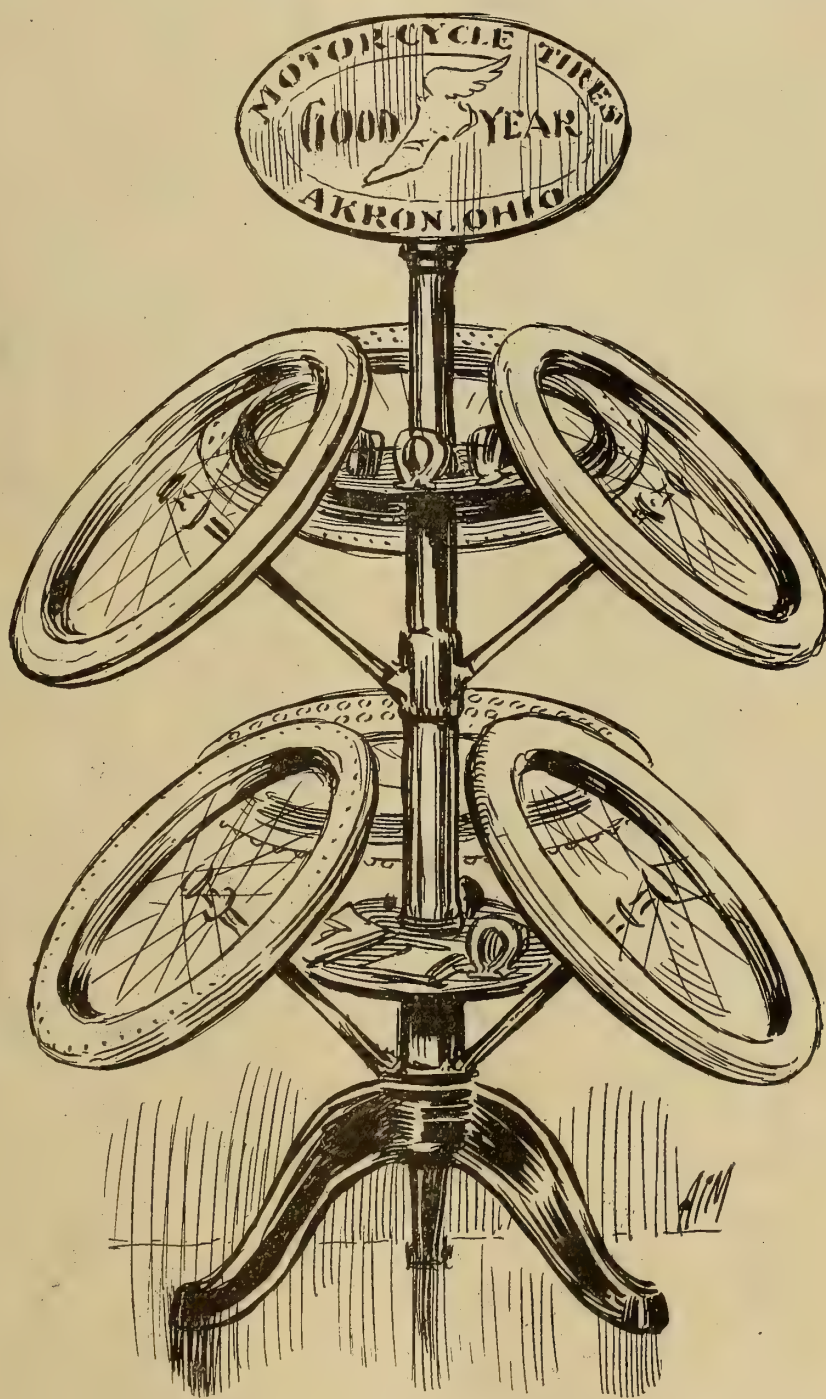


THE RAYFIELD CARBURETER

the Madison avenue end of the building, a striking display of motorcycle tires is found, staged by the Goodyear Tire & Rubber Co., of Akron, O. The chief types of Goodyear tire are shown, including the new "blue streak" racing tires, which literally have a blue streak in the center of the tread, where blue rubber is used. In addition to their exterior oddity, these tires have a peculiar construction by which the threads are all parallel and do not cross, but simply lie side by side, with gummy

smooth raised tread being intended for board and cement track work, while a tread with studs on the side is offered for dirt track work. Goodyear "blue streak" tires

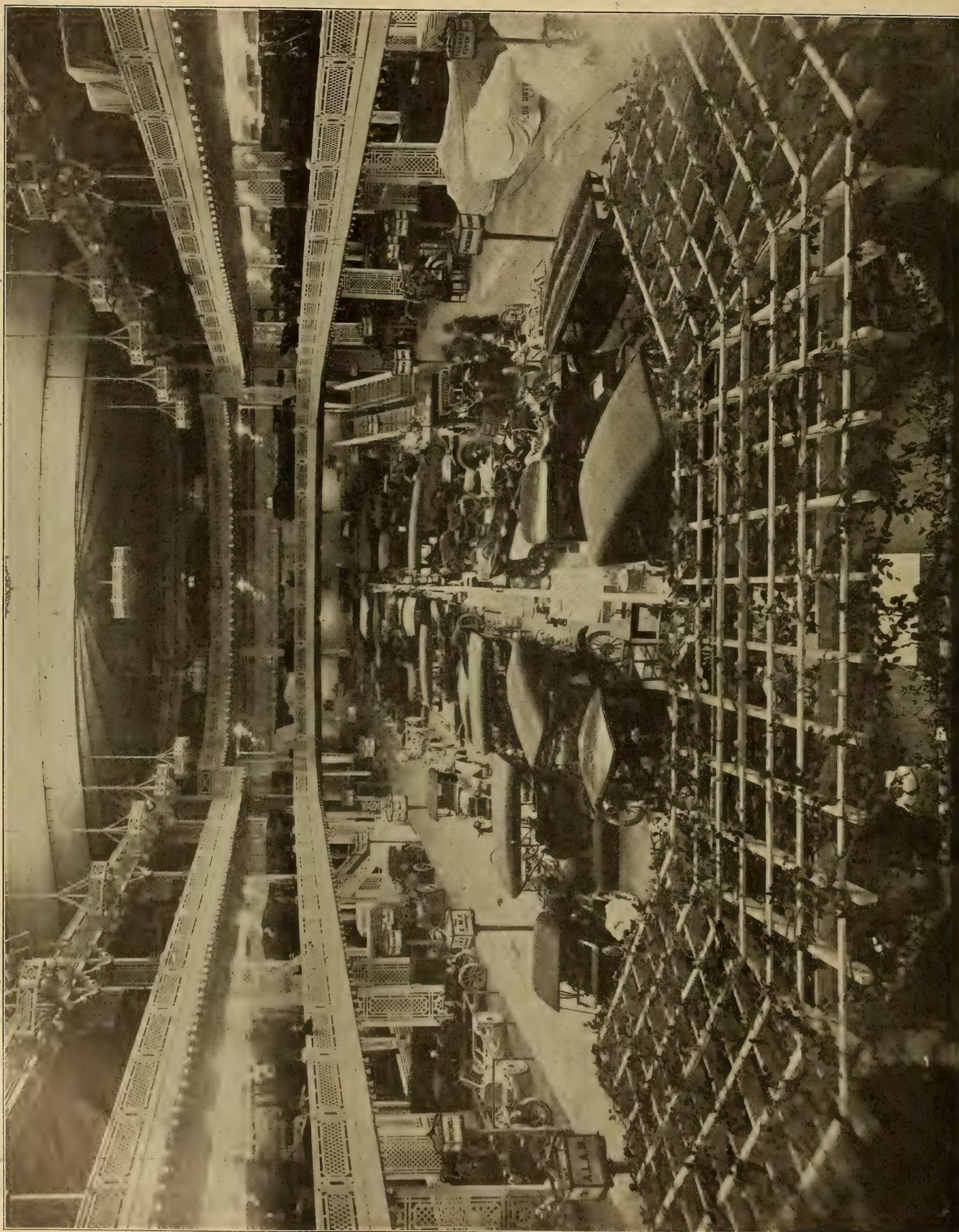
checkerboard tread and corrugated, the fabric in each being loosely woven so that rubber thoroughly permeates it in the frictioning.



GOODYEAR'S MOTORCYCLE TIRE DISPLAY



GENERAL VIEW OF THE INTERIOR OF MADISON SQUARE GARDEN

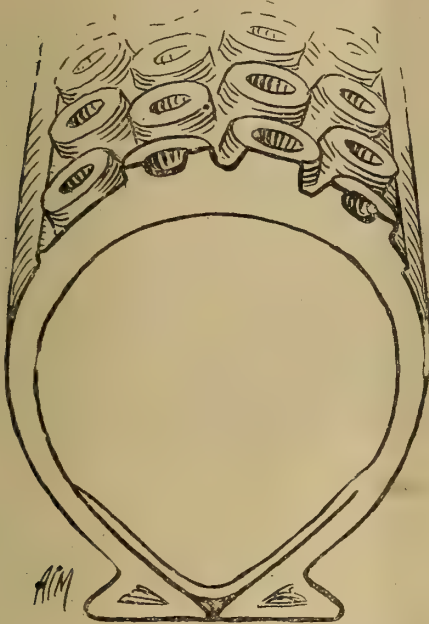




Next the Goodyear space is the Whitney Mfg. Co., of Hartford, Conn., making Whitney chains for motorcycles, and then two more Hartford concerns, viz., the Veeder Mfg. Co., displaying cyclometers, and the Hartford Rubber Works Co., with

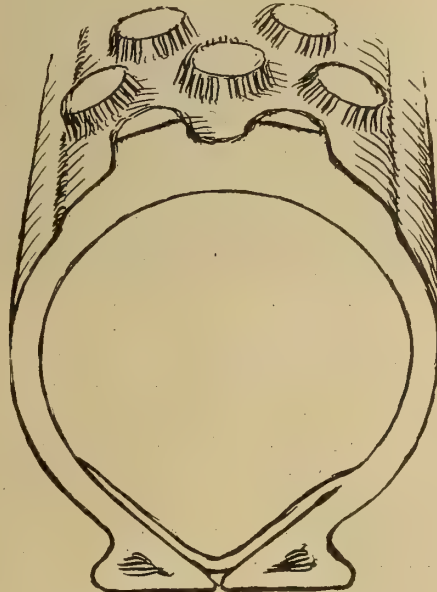
ture of magnetos for motorcycles, in addition to making spark plugs and other ignition apparatus. The new Splitdorf motorcycle magneto is made for both single and twin engines, and represents a long period of experiment in motorcycle practice. An extraordinary range of retard and advance is provided by an ingenious relation of the armature to the field shoes, giving a full strength spark on the retard, for easy starting, and permitting great flexibility in the engine from the magneto control alone.

imum amount of high frequency current is used, sufficient to break down the resistance necessary for ordinary primary current to jump the gap at the spark plug points, giving all the benefits of the hot primary flame such as heretofore has been



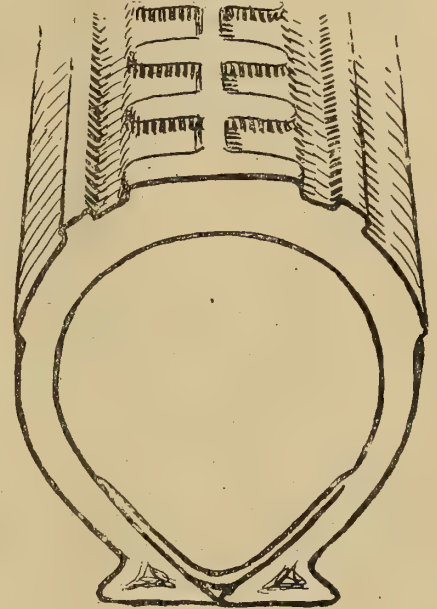
PENNSYLVANIA "VACUUM CUPS"

tires, rough rider grps and tire accessories. The Badger Brass Mfg. Co., of Kenosha, Wis., shows motorcycle lamps, the Solar headlight being fitted with side lugs for 1911, to take fork brackets. The B. F. Goodrich Co. and the Diamond Rubber Co.,



STUDED TREAD GOODYEAR

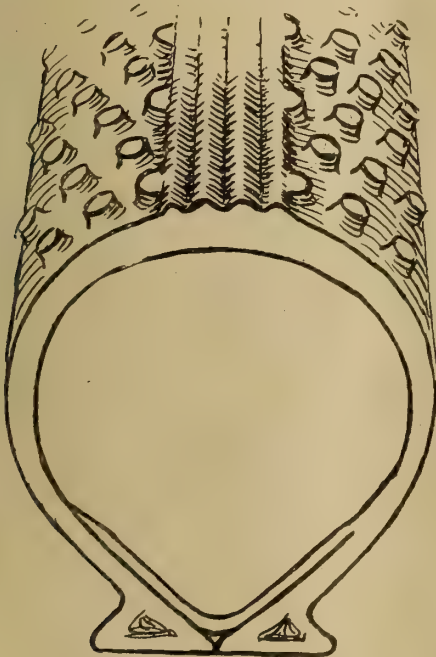
Morgan & Wright and G & J motorcycle tires are staged nearby, the former boasting the knobby "Nobby" tread, and a little further on is the Jones Speedometer exhibit, a motorcycle size of speed indicator being shown. The Continental Rubber Works, of Erie, Pa., is the next, with its Continental-Erie motorcycle tires and tubes. What is styled a "vacuum cup" tread is shown by the Pennsylvania Rubber Co., of Jeannette, Pa., as a non-skid tread for its motorcycle



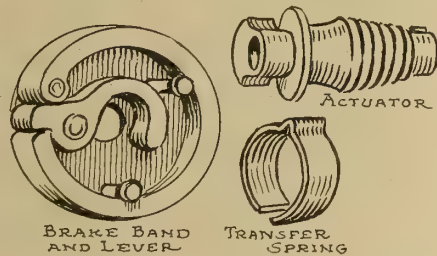
FISK "GRIPFAST" TREAD

obtained only in the make-and-break ignition. The system is being adapted to motorcycle ignition. The Pittsfield Spark Coil Co., of Pittsfield, Mass., has its standard motorcycle battery coils.

Another of the speed indicating fraternity is the Warner Instrument Co., of Beloit, Wis., where the Warner cycle-meter



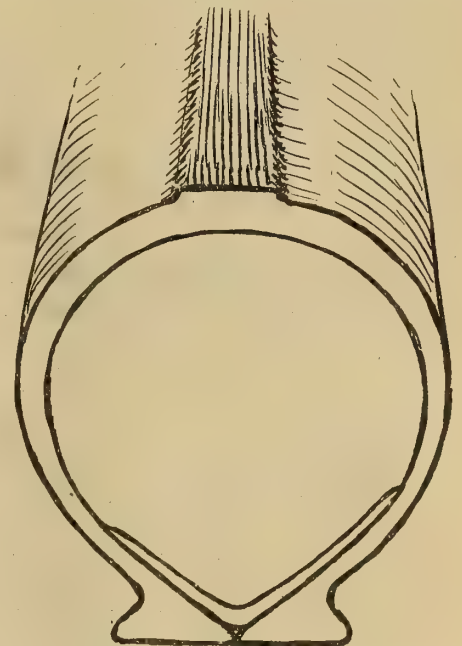
"BLUE STREAK" WITH STUDS



NEW DEPARTURE EXPANDING BRAKE

tires. The name is amply descriptive, as the tread has a series of raised rubber cups, which compress and "suck" the road. Connecticut ignition goods are demonstrated at the Connecticut Telephone & Electric Co.'s space.

Combining high tension and low tension current in the one circuit, the L-H-L ignition system, shown by the J. H. Lehman Mfg. Co., of New York, is a distinct and radical innovation, inasmuch as only a min-



"BLUE STREAK" FOR BOARD TRACKS

for motorcycles is mounted. The instrument is of the magnetic type, as is the Stewart motorcycle speedometer, exhibited by the Stewart & Clark Co., of Chicago, Ill. Both the Warner and the Stewart are distinguished by ingenious driving systems,

both of Akron, have their motorcycle tires prominently to the front of their respective spaces.

One of the real new things of the show is disclosed by C. F. Splitdorf, New York City, who has again taken up the manufac-



the Warner having a "snail" gear and the Stewart a flexible wire belt drive.

The Fisk Rubber Co., of Chicopee Falls, Mass., has a new tread, styled the Gripfast, in which raised portions of the tread rubber extend from the center in regular order, the tread looking something like a double comb. Herz & Co., of New York, who are located not far away, display the Herz motorcycle magneto, unchanged from last year. The Bosch magnetos in the newer types for motorcycles, with ball bearings throughout and minor detail improvements, are exhibited by the Bosch Magneto Co., of New York City.

In the balcony the visitor first encounters the Empire Tire Co., of Trenton, N. J., with a full line of Empire tires and tubes. The New Departure Mfg. Co., of Bristol, Conn., has dissected its New Departure motorcycle coaster brake for the benefit of the visitor, so that the latter may see the mechanism of the internal expanding band.

In many places the new Sireno motorcycle horn is to be seen among the accessory exhibits, but the real show home of the horn is at the stand of the Sireno Co., New York City, in the concert hall. It is a mechanical siren, operated by a revolving stem being pressed against the side of the front tire.

Downstairs, in the basement, the New York Sporting Goods Co. and the Motor Car Equipment Co., both of New York, show a variety of motorcycle accessories, while the J. S. Bretz Co., of New York, has Bowden wire, ball bearings and other importations of interest to the motorcycle manufacturer. In the basement, too, the Gyrex fuel mixer, to spin in the intake pipe and break up the gasoline, is demonstrated, by the Gyrex Co., of New York. The Rayfield carbureter, now made in a motorcycle size and embodying some good ideas, is across the aisle.

The list of exhibitors of motorcycles and accessories in the Motorcycle Section at the New York show in Madison Square Garden is as follows:

#### Motorcycles.

- American Motor Co., Brockton, Mass. (715)—M. M.
- Aurora Automatic Machinery Co., Chicago, Ill. (710)—Thor.
- Consolidated Mfg. Co., Toledo, O. (713)—Yale.
- Detroit Motorcycle Co., Detroit, Mich. (725)—Detroit.
- Emblem Mfg. Co., Angola, N. Y. (711)—Emblem.
- Excelsior Supply Co., Chicago, Ill. (709)—Excelsior.
- Harley-Davidson Motor Co., Milwaukee, Wis. (707)—Harley-Davidson.
- Hendee Mfg. Co., Springfield, Mass. (702)—Indian.
- Marvel Motorcycle Co., Hammondsport, N. Y. (716)—Marvel.



WHERE THE VISITOR IS PERMITTED TO "CRANK" THE BOSCH MAGNETO

Merkel-Light Motor Co., Pottstown, Pa. (714)—Merkel.

Miami Cycle & Mfg. Co., Middletown, O. (706)—Racycle.

New Era Auto-Cycle Co., Dayton, O. (724)—New Era Auto-Cycle.

N. S. U. Motor Co., New York City (705)—N. S. U.

Pierce Cycle Co., Buffalo, N. Y. (712)—Pierce.

Reading Standard Co., Reading, Pa. (708)—R-S.

Reliance Motorcycle Co., Owego, N. Y. (703)—Reliance.

S. D. Mfg. Co., Brooklyn, N. Y. (720)—S. D.

Wagner Motorcycle Co., St. Paul, Minn. (722)—Wagner.

#### Motorcycle Accessories.

Baker & Co., F. A., New York City (701)—Accessories.

Bicycling World and Motorcycle Review, New York City (700)—Publications.

Eclipse Machine Co., Elmira, N. Y. (719)—Coaster brakes.

Mesinger Mfg. Co., H. & F., New York City (723)—Saddles.

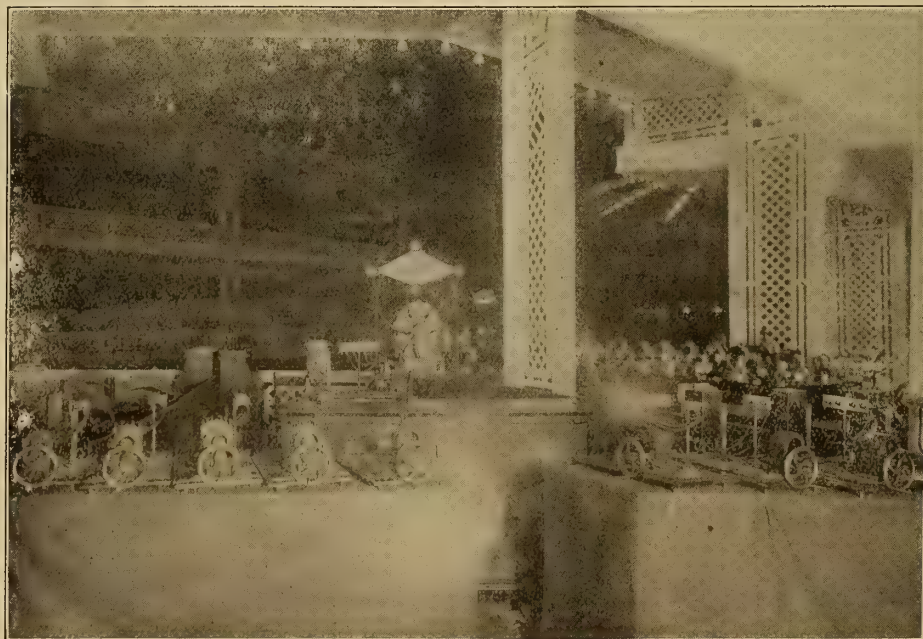
Motorcycling, Chicago, Ill. (718)—Publications.

Motorcycling Publishing Co., New York City (717)—Publications.

Motor Car Equipment Co., New York City (721)—Accessories.

Nathan Novelty Mfg. Co., New York City (726)—Accessories.

Syracuse & Elbridge Glove Co., Syracuse, N. Y. (737)—Gloves.



WHERE SPLITDORF SPARKS MAY BE MADE BY HAND



## "TOURISTS" PLAN TRIO-TRIALS

Three Big Contests a Year are Scheduled  
by New York Organization—  
Trophies in Plenty.

Whatever may be the activities of the other metropolitan motorcycle clubs during the coming season, the classy Motorcycle Touring Club, of New York, intends to keep in the spotlight as much as possible. At the regular meeting this week a big and imposing slate of contests was made up which it is expected will cause the populace to sit up and take notice. The red letter sporting event on the calendar is the annual trio-trial which, as the name implies, will be held three times during each year. These contests, be it understood, bear no resemblance to quarterly trials, and will have no trade odor; they will be purely sporting propositions throughout.

All of the trials will be held on Sunday on the following dates respectively: First trial, April 23; second trial, July 16; third trial, September 17. There are no substitute dates, and the contests will take place regardless of weather conditions.

Instead of selecting a conventional course, the club has chosen a route that, while not difficult, will afford more variety of conditions and picturesqueness than the usual metropolitan motorcycle stamping grounds. The route for all trials will be as follows: Starting from Broadway and 87th street, up the east shore of the Hudson via Tarrytown and Peekskill to Fishkill Landing. Here the ferry to Newburg on the other side of the river will be taken. Newburg will be the outward terminus. On the return trip the riders will follow the west bank of the Hudson from Newburg to Suffern and Nyack. At the latter place the ferry again will be taken back to the east shore, landing at Tarrytown. Near the latter place a hill climbing test will be held on the homeward run. The distance is approximately 150 miles. Emphasis is placed on the fact that these trials are in no sense races, and a strict schedule that must be adhered to will be laid out. It is the aim of the club to make the trials as attractive to the novice as to the veteran, and with this idea in mind the rules are being drawn with care.

In addition to individual awards which will be out of the ordinary, there will be two major prizes. Charles E. Fleming, a member of the club, has donated a solid silver cup that will be known as the Fleming trophy. This cup will be awarded to the club whose team makes the highest score in each trial, which is to say, that if Club A team wins it in the first trial, they will hold it until the finish of the second trial. If they again win it, they will continue to hold it until the next trial and

so on. It will become the permanent property of the club winning it three times in succession.

There is no limit to the number of men on the club teams that may compete for the Fleming trophy. All contestants belonging to the same club will be considered as a team representing that particular club. In the case of unattached riders, they will compete and be scored as individuals.

There also will be another set of cups known as the Wise trophies, donated by President Wise, of the club. These will consist of three duplicate silver cups, and will be given to the team of three men making the highest total score in all three trials. These teams will be limited to three men each, all of whom ride the same make of machine. Any three men riding the same make of machine, regardless of their club affiliations, may constitute themselves a team and compete in this class, provided they announce their intentions previous to the start of the first trial. No changes will be allowed in the personnel of these teams after they once are announced, and if a rider drops out at any time, no substitute may replace him.

In addition to these cups, fobs of novel design will be awarded to all contestants on the following basis: To all riders making a perfect score in the first trial, a bronze fob will be given; if a rider making a perfect score in the first trial duplicates his performance in the second trial, he will receive a silver fob, but must return the bronze one; a rider making perfect scores in all three trials will receive a gold fob upon returning the silver one. Gold fobs will be engraved with the winners' names and scores; the other fobs will be engraved with date of contest only. All of the cups will be on view at the New York show.

Another choice plum in the shape of a solid silver cup has been hung up by Frank B. Widmayer to encourage competition in club runs. It will be known as the Widmayer perpetual challenge trophy, and will be awarded at the end of the season to the member making the best total showing in all club runs that are held. In awarding the trophy, attendance and performance on runs will decide the winner, and strict account will be kept of all troubles that befall each contestant. In case of a tie, an elimination test will be held.

## MOTORCYCLE AN AID TO MASCULINE ADVERTISING



"Faultless" Shirts, made by E. Rosenfeld & Co., Baltimore. Design used to advertise.



## PRO SPRINTERS PLEASE BUFFALO

Clarke defeats Three Rivals in Match—  
Hehir and Fogler Score—Record  
Crowd at "Curtain Raiser."

The New York subway in the rush hour had nothing on the horde of humanity that packed the Broadway Arsenal, Buffalo, N. Y., on Saturday night, 7th inst., for the opening performance of the cycling carnival that is holding the boards in the Bison City this week. When the first number on the bill was called, the crowd had welded itself into a solid immovable mass, and standing room was at a premium. Buffalo fans still hold a warm spot in their hearts for Jack Clarke, the popular little Australian, as they were not at all backward in demonstrating when he trimmed Root, Lawson and Fogler in straight heats in the mile match, the star turn of the evening.

Clarke won the match decisively, and although the others rustled the air some, he always had enough to go them a little bit better. When Clarke crossed the tape in front in the second heat, the crowd simply roared itself hoarse. Australia scored another ten strike when Clarke's fellow countryman, Patrick Hehir, snatched the mile handicap away from the other pedalists by a whirlwind ride. Hehir pulled down a \$150 bundle for his work. A change of bill was necessary in the motor paced race between Walthour and Wiley, owing to one of the motors developing a case of tantrums, so a series of five mile time trials was substituted. The honors went to Wiley by three seconds. This match also found great favor with the fans, as it was the first time in years that they had been treated to any motor paced riding, and they welcomed it in great style.

Fogler managed to take first money in the five miles open, after Root had almost succeeded in nailing him by a killing sprint in the wind-up. The amateurs were very much to the fore, and furnished the sensation of the evening when nearly the entire field went down in the final of the mile handicap. Fred Schudt managed to escape the crash and won the event. Most of the prize winners finished by scrambling across the tape dragging their machines after them. In the three mile amateur, Edward Arnez started to unwind in the bell lap and put the pressure on so strong that the field trailed him across the tape with a two yard gap intervening.

There was something doing every second in the mile match between Root, Clarke, Lawson and Fogler. Root and Lawson devoted themselves to harassing Clarke all the time, but he fought back, giving as good as he got and a little more, and displayed good judgment. In the first heat Clarke went in front in the last quarter and

streaked it so fast that Root and Lawson had all they could do to hang on while Fogler brought up the rear. The time for the first heat was 1:57½. The second heat was a repetition of the first, although a trifle slower. Clarke again took the lead at a quarter mile to go and crossed the tape first, with Root, Lawson and Fogler placed in that order. Time, 1:58¾.

Two preliminary heats thinned the field somewhat for the final of the mile handicap professional. Hehir was on scratch, with Hill, Mitten and Thomas having distances up to 110 yards. Despite this seemingly unclosable gap, Hehir gave a rare exhibition, and mowed down the field in grand style. Hill, Mitten and Thomas took the small pots in that order.

The amateurs were introduced to the new track in the mile handicap, and celebrated their initial appearance by starting one of the biggest spills that Buffalonians have seen in many moons, or suns, either. The mix-up occurred near the finish of the final, when one of the men slowed suddenly. Krushel piled into him, and in a twinkling three men were down. One of them shot through the air for 20 feet, striking a big electric light globe and sending a shower of broken glass on the track. Then excited trainers mixed into the fray and brought more riders down. Schudt was the only one who escaped, and he crossed the line first. Krushel and Arnez, although scraped, scrambled to their feet and got second and third places respectively. No one was seriously hurt in the spill, although all received scratches and bruises.

Wiley and Walthour gave the crowd plenty of thrills, in their five miles trials behind the motors. Wiley, with Mitton up on the motor, rattled off the five miles in 7:23¾. Then Walthour came out, and with Hunter at the throttle, tried to better the Syacusan's time. Hunter did not seem able to get as much speed out of the machine as Mitten, so Walthour's time was three seconds slower.

The broken glass resulting from the amateur spill got in its fine work in the five miles professional, and Pye, Hehir, Lawrence and others were put out by punctures. Fogler cut loose in the second last lap, and, although Root pressed him hard, the Brooklynite managed to eke an eyelash victory. Goulet was third. Summary:

One Mile Match, Professional, Best Two in Three Heats—First heat won by A. J. Clarke; second, E. F. Root; third, Iver Lawson; fourth, Joseph Fogler. Time, 1:57¾. Second heat and match won by Clarke; second, Root; third, Lawson; fourth, Fogler. Time, 1:58¾.

One Mile Handicap, Amateur—Won by Fred Schudt (20); second, Al Krushel (25); third, Ed Arenz (15); fourth, Joseph Schieder (scratch). Time, 1:58¾.

One Mile Handicap, Professional—Won by Patrick Hehir (scratch); second, Fred Hill (20); third, W. L. Mitten (75); fourth, Floyd Thomas (110). Time, 1:47¾.

One Mile Motor Exhibition—By James Hunter. Time, 1:15¾.

Three Miles Scratch, Amateur—Won by Ed Arnez; second, Fred Schudt; third, Joseph Schieder. Time, 6:51.

Five Miles Open, Professional—Won by Joseph Fogler; second, E. F. Root; third, Alfred Goulet. Time, 10:15¾.

Five Miles Motor Paced Trials—Robert Walthour vs. George Wiley. Fastest heat to determine winner: Five miles, Wiley; time, 7:23¾. Five miles, Walthour; time, 7:26¾.

## Big Crowd for Buffalo Armory Races.

Despite disagreeable weather, the largest crowd of the season turned out for the athletic games at the Sixty-fifth Regiment Armory, Buffalo, N. Y., on Friday, night, 6th inst. The bicycle events, as usual, were the features of the card, and were won by Joseph Schieder and John Tanner. Elimination heats were run in the two mile lap race, and the following qualified for the final: Al Krushel, Fred Schudt, R. J. Hoover, Ed Arnez, Joseph Schieder and Herbert Kriegbaum. Schieder won the final with 73 points; Schudt was second, with 53 tallies, and Krushel was third, scoring 33 points. Time, 4:40. Krushel protested Arenz, who finished fourth, for foul riding, but the protest was disallowed. Several spills occurred in the trial heats and final of the two miles handicap. Schieder, Krushel, Burke and Tanner being among those who went down. J. M. Tanner, a 60 yard man, captured the final in 4:37¾. E. Arenz, 25 yards, was second, and H. G. Beker, 110 yards, finished third. A one mile novice was won by William Zinck, with G. L. Roth second and Albert Ellis third. Time, 2:33¾.

## Clement Reaches for Jones Trophy.

J. W. Clement, the newly elected secretary of the Eastern Division, Century Road Club Association, New York City, rode himself into the limelight on New Year's Eve by winning the annual midnight road race for the Jones trophy. The course was from Bedford Rest, Brooklyn, to Valley Stream, L. I., 17 miles. H. Kelley finished second, and Herman Esser was the third man in. It was Clement's first try at this prize, and gives him a good start towards the ownership of the trophy which must be won three times by the same rider to become his permanent property.

## Flat Floor Racing at the Garden.

For the first time in a dozen years a flat floor bicycle race will be held in Madison Square Garden, New York, on February 4, at the Irish-American Athletic Club's annual winter carnival. It will be a two mile handicap, and is expected to lead to the carding of similar races by the leading athletic clubs in the metropolis. Entries close on the 28th inst., with Dieges & Clust, the jewelers, 20 John street, New York City.



# BUFFALO SIX DAY A BITTER BATTLE

Laps are Won and Lost and Won Again by Stronger Teams—Three Teams Lead on Final Day—Clarke Badly Injured but Continues Gamely—Lawson a "Bear Cat."

With a majority of the leading American long-distance veterans in the ranks, the second annual six day bicycle race at Buffalo, N. Y., got under way in the Broadway Arsenal, at 3:15 o'clock last Monday afternoon, 9th inst., in the presence of a fair-sized crowd, after the usual preliminaries of parading around the track for the inspection of the spectators, and facing the camera squad. John Sayles, secretary to the mayor, Louis P. Fuhrmann, officiated for his chief, and gave the starting signal which sent the field of nine teams on their week's grind.

The men are riding nine hours a day, one less than is usual in "little" six day grinds (as all others than the big annual affair at Madison Square Garden, New York City, are known). The track is a ten lap saucer, and the banking is steeper than last year. Better seating arrangements, particularly in the bleachers, are provided, and the interior of the building is prettily decorated. The boxes are arranged along the outer sides of the stretches in tiers, and the entire seating capacity is about 5,000.

## First Day—Monday.

The ten men who started the race for their respective teams on Monday afternoon were as follows: Iver Lawson, Ernest Pye, Robert Walthour, Alfred Goulet, George Wiley, Floyd Krebs, W. S. Fenn, Fred Hill, Albert Crebs and Fred West. From the start the pace was a lively one, and the steady traveling enlivened by frequent dashes kept the crowd keyed up. The fine form of the men and the fast track combined to send the records tumbling from the first, and at the end of the first hour the score was 28 miles and three laps, against 25 miles and one lap for the same period last year. When the two hours' score was hung up, it showed another new distance for the time, 54 miles and six laps, an increase of four miles over the 1910 figures.

At four hours the men still were four miles ahead of the record. In the early evening the crowd began to increase, and as the hour grew late the number of vacant seats grew less. During the evening intermission James Hunter rode a two mile exhibition on a motorcycle in local record-breaking time, and threw a few thrills into the crowd by his daring and clever riding. He breezed around the oval in the fast time of 2:25, nine seconds better than the best previous figures.

Shortly after 9 o'clock in the evening some sensational sprinting commenced which culminated in the gaining of a lap

by the team composed of Patrick Hehir and Alfred Goulet, an almost unprecedented happening on the opening day of a six day grind. After being kept on the jump since the start by the succession of breaks, the field was pretty well tired out when Hehir cut loose. Fogler was hauling the train at the time, and when the warning yell went up he chased after the runaway, but Hehir was half the length of the stretch away before the others woke up to the situation.

Coming at an opportune time, the jump was crowned with success, and after Hehir had slashed out a killing quarter he was relieved in clever fashion by Goulet. About this time the track became a scene of confusion with the helter-skelter reliefs, and the shouts of the trainers. From the quarter until the whole lap was gained Hehir and Goulet alternately pounded along unfalteringly, continuing to crawl up despite the efforts of the field. With only 30 yards more to close. Hehir made a final supreme effort and caught the tail end of the procession amid the roars of cheers from the spectators.

Immediately following the "jam," there ensued a series of quarrels between members of the other teams who were berating each other for alleged errors of judgment that resulted in the success of the coup. Shortly after the excitement died down. Jack Clarke was taken with a severe spell of vomiting, and Iver Lawson also became ill as a result of the terrific punishment occasioned by the sustained sprinting.

There were more attempts at lap stealing later in the evening, but all died early deaths except one at 11 o'clock that was engineered by Joseph Fogler. Fogler caught the bunch napping and had half a lap before they woke up. Fred Hill, Fogler's partner, relieved him, but was unable to hold the gain let alone increase it, and the runaways soon were brought back to the fold.

By way of rounding out their brilliant work of the first day, the Hehir-Goulet team took the final honors of the evening by winning the last mile sprint. Goulet turned the trick after a hammer-and-tongs battle with Root, who came out from behind the Australian and tried to jump him. Goulet had plenty of speed left, and beat Root to the tape by a wheel length as the clocks were striking the midnight hour. The first day score was as follows:

Team—	Miles.
Hehir and Goulet.....	216.2
Clarke and Pye.....	216.1
Lawson and Root.....	216.1

Walthour and Walker.....	216.1
Wiley and Mitten.....	216.1
Lawrence and Krebs.....	216.1
Crebs and Thomas.....	216.1
Fenn and Drobach.....	216.1
Hill and Fogler.....	216.1
Galvin and West.....	216.1

## Second Day—Tuesday.

In accordance with the numerous requests the starting hour was advanced to 2:30 o'clock p. m. on Tuesday, to remain in force for the rest of the race, bringing the finish at 11:30 o'clock p. m., a more satisfactory hour. Sore over the loss of a lap, the field kept hot after Hehir and Goulet all day in an effort to recover the lost ground, but the Australians were not to be caught unawares, and held their advantage. During the afternoon Fogler started a big sprint but the field went after him in vicious fashion, and after a few laps of hard riding brought him back. Lawson also tried to steal away but was caught.

There was much planning and scheming to catch Hehir and Goulet napping, but they were fully alive to the situation, and figured their reliefs so that they could take the track on short notice if necessary. The sensation of the day came after 9 o'clock, when everything was quiet, although the pace was fast and there seemed to be something in the air likely to break at any time. The leaders were getting ready to start something when Wiley's pedal caught in Root's wheel as the latter swung over in front of the bunch. At the same instant Clarke and Hehir, who just had started to sprint, were coming up strong, and the four crashed together with terrific force.

All except Clarke went down in a heap, but he was thrown up against the top rail, where he hung with his arm crooked around a post while his machine slid down the bank. After the rest of the file passed, Clarke's grip relaxed, and he slid down the track unconscious, with blood flowing from his head. The crowd became greatly excited, and several women became hysterical. Clarke, who was the most seriously hurt of the four, was hurried to his cot at the track-side and revived. In addition to a hard blow on the head he had a bad gash on the ear and a cut on the upper lip. He then was taken to his dressing room to be patched up.

At the point where the spill occurred some of the posts were split, and in view of the weakened condition of the track James Hunter's motorcycle exhibition was cut from three miles to one. He reeled off the distance in 1:11. When Clarke reappeared on the track swathed in bandages



and court plaster he received a great ovation from the crowd. Fogler won the final mile sprint with Root and Goulet placed in that order. At the close of the second day the leaders were one mile ahead of last year's record of 428 miles three laps for 18 hours. The score:

Team—	Miles.
Hehir and Goulet.....	429.3
Clarke and Pye.....	429.2
Lawson and Root.....	429.2
Walthour and Walker.....	429.2
Wiley and Mitten.....	429.2
Lawrence and Krebs.....	429.2
Crebs and Thomas.....	429.2
Fenn and Drobach.....	429.2
Hill and Fogler.....	429.2

### Third Day—Wednesday.

There was action enough on Wednesday to please the most insatiate speed fan, and the close of the day saw the field split into three divisions. By terrific riding shortly after the race opened, Lawson and Root gained a lap, tying with Hehir and Goulet for the lead. In the long sprint during the fight for the lap several teams lost a lap putting them two laps behind the leaders. The doings commenced shortly after the start, and the suddenness with which the campaign was launched took everyone by surprise. About half an hour after the race began, Root brought his machine to the side of the track and commenced to tinker it apparently. This was the signal for Lawson, his partner, to make a break. He gained nearly half a lap before the rest of the field came to their senses and started after him. The crowd was with Lawson, and cheered lustily as he streaked around the track. At the half lap Root picked him up cleverly and increased the gain another quarter, despite the fact that Fogler was pulling the bunch along in pursuit for dear life. Lawson and Root continued to relieve each other until the lap almost was in sight, but Lawson by this time was all in, and Root had to come to the rescue several times to hold their precious gain.

After Root had held the fort while Lawson was getting his second wind, the latter came on and finally hung on for good, and then the pace slowed, for after 15 minutes of terrific riding the field were pretty tired. Several of the men were hanging on by the skin of their teeth and another sprint would have caused more laps to be lost. Clarke was so bunged up by his injuries of the previous day that he had to remain on the defensive and was unable to attempt any lap gaining.

There were intermittent sprints later in the afternoon by Hill, Mitten, Fogler and West, but nothing came of them. At 9 one was started, but Goulet fell. He managed to avoid being run over and was not hurt, save for being scraped. Despite the rain, the crowd was large all day and evening. James Hunter gave his regular motorcycle thrill, doing three miles in 3:34. All of the hour records from the 18th to 27th inclusive, were broken as a result of the almost continuous sprinting.

The hard riding during the day used up most of the star men, and when the final mile was announced, the big fellows did not come out for it. They preferred to let the lesser stars furnish the wind-up. Fred Hill won the sprint from Goulet and Thomas by a scant foot. The score at the end of the day was as follows:

Team—	Miles.
Hehir and Goulet.....	637.0
Lawson and Root.....	637.0
Wiley and Mitten.....	636.9
Clarke and Pye.....	636.9
Walthour and Walker.....	636.9
Fenn and Drobach.....	636.9
Hill and Fogler.....	636.9
Galvin and West.....	636.9
Lawrence and Krebs.....	636.8
Crebs and Thomas.....	636.8

### Fourth Day—Thursday.

After a day of bruising riding, the first

## Morgan & Wright Motorcycle Tires

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

### MORGAN & WRIGHT DETROIT

desertions in the ranks of the six day riders came at the finish of Thursday night's riding, when Fenn and Floyd Krebs blew up. A killing sprint by Walthour took the last ounce of steam out of them and they withdrew. Their partners, Lawrence and Drobach immediately formed a new team, being penalized the usual lap, which put them two laps behind the leaders. In the shakedown which eliminated Fenn and Krebs, the team of Thomas and Crebs was lapped, putting them three laps behind and splitting the field into four divisions.

Suspicious that Fogler or Clarke were waiting an opportunity to steal a lap, Walthour decided to spread a wet blanket on their ambitions and tore off the greatest sprint the race yet has produced. For five miles he kept the field working like galley slaves, and when he let up not a few tongues were hanging out. Clarke took plenty of rest during the day and the brunt of the work fell to his partner, Pye. Fogler captured the final mile sprint, nipping Goulet at the tape after a wicked spurt. Wiley was third. James Hunter tore off his usual

motorcycle thrill, doing two miles in 2:11. The score at the close of the fourth day was as follows:

Team—	Miles.
Hehir and Goulet.....	847.1
Lawson and Root.....	847.1
Clarke and Pye.....	847.0
Walthour and Walker.....	847.0
Wiley and Mitten.....	847.0
Hill and Fogler.....	847.0
Galvin and West.....	847.0
Lawrence and Drobach.....	846.9
Crebs and Thomas.....	846.8

### Fifth Day—Friday.

After an hour's riding on Friday afternoon that was marked by a succession of hot sprints, the team of Clarke and Pye gained the coveted lap which put them even with the leaders. Half an hour later, the tail enders, Crebs and Thomas, by consent of the field, gained a lap that tied them with Lawrence and Drobach. Lawson was the surprise of the day, being particularly strong. Lawrence and Drobach and Walker and Walthour also worried the others considerably. Hill and Fogler were lapped at 5 o'clock after 15 minutes of furious riding, the former dropping off in a sprint.

Clarke and Pye also had a narrow escape from going back to the second division during a big sprint. They lost half a lap, but by the hardest kind of riding regained it. Root won the final mile, with Walker second and Goulet third. James Hunter rode a mile exhibition on a motorcycle in 1:06. At the close of the day's riding the teams were way ahead of last year's record. The score.

Team—	Miles.
Hehir and Goulet.....	1052.8
Root and Lawson.....	1052.8
Clarke and Pye.....	1052.8
Walker and Walthour.....	1052.7
Wiley and Mitten.....	1052.7
Hill and Fogler.....	1052.6
Galvin and West.....	1052.6
Drobach and Lawrence.....	1052.6
Crebs and Thomas.....	1052.6

### TWISTED TRADE TERM



"SOLID DROP FORGING"



## IN NIGHT COMBAT WITH ELEMENTS

London Motorcyclists Endure an Extraordinary Test in Darkness, Rain and Snow—A Good Showing.

It is probable that none but those who participated in the last F. A. M. or Indiana Motorcycle Club mud battles can fully realize what the London-Exeter winter run of the Motor Cycling Club of London, England, on the 26th and 27th ult., was like. The contests mentioned are the nearest approaches to it that this country ever has seen, but the English contest had the further strenuous attributes of lasting over a period of 24 hours, and including an all-night ride. Despite these most severe conditions, 71 of the 81 entrants started, and 52 finished, 51 of them within the time limit. Among those who qualified were two Indians, one a "7" with side car, driven by L. A. Baddeley, and the other a "5" regular model, with E. B. Dickson up. G. Lee-Evans also started with a "7" Indian and side car, but withdrew on account of trouble.

When the men started from London at 7 o'clock p. m. the rain was coming down in torrents. Several of the riders were toggled out in "Sou'westers," and a number of machines were dressed with splashes that almost completely enclosed the wheels. Those who did not wear waterproof clothing soon were drenched by the heavy rain. Skidding, sideslips and spills commenced right at the start and went on with monotonous regularity. At Salisbury, 72 miles out, the hard going commenced to tell, and several withdrew, among them Lee-Evans. Quite a few arrived at this point away ahead of the time allotted for that part of the trip, but there were no penalizations for this, as no rigid schedule was laid down; for no one could have maintained one in such weather.

The second leg of the outward run from Salisbury to Exeter was even harder than the first, the rain coming down worse than before for a time. Goggles were useless on account of the blinding rain. In the darkness the greasy roads were very treacherous, and there were spills galore. Some ordinarily easy hills also proved unusually difficult. In the early morning the skies cleared, and the spirits of the men rose, while the mercury in the tube dropped several degrees. Many of the riders reached Exeter, 161 miles, and the turning point of the contest, long before they were due. On the outward run the two-speed machines were in their glory, and made their single-gear brothers look like 30 cents in the quagmires and on the hills. There was no magneto or belt trouble, and the light-weight machines showed up particularly well. Having been forewarned, everybody took pains to use non-freezing solutions

in the generators so that there was no lamp trouble on this score.

After a two hour intermission the return trip was begun. Fifty-nine of the 71 starters reached Exeter and elected to make the return trip, a very good showing when the conditions are considered. With daylight and better weather and roads, the homeward run was much easier, and 52 of the 59 got back to London, although one man was a few minutes late.

### DeRosier's Coming Stirs British.

Nothing short of a sensation has been caused in English motorcycle circles by the announcement by Jack DeRosier that he is going over to compete in the Tourist Trophy race and also show the Britons a few things in the speed line on the Brooklands track this year. DeRosier's fame already has preceded him, and much space is being given in the English motorcycling journals to his work in this country. Efforts already are being made to match DeRosier against C. R. Collier, the English champion, for the motorcycle championship of the world, and in reply to a cable from an English journal DeRosier has indicated his willingness to meet Collier in a series of match races at Brooklands. Collier also has consented. He also prefers Brooklands track where he is very much at home, and would like to have the matches longer than ten miles.

DeRosier has attained a speed of 90 miles an hour on a "7" Indian, while Collier, on an 8 horsepower Matchless, has touched 85 miles an hour. This would indicate that they are pretty evenly matched. The 32 horsepower "Blitzen Indian" that DeRosier talks of, has the Britons conjuring speeds of two miles a minute if Jake gets his monster in action on the immense Brooklands cement saucer.

When DeRosier reaches England it is likely that he will be kept busy for awhile defending his laurels, for Harry Martin, another well-known British rider, who holds several records, has challenged Jake to a series of races at any distance on the Stadium, Crystal Palace or Canning Town tracks. Martin stipulates that the machines be limited to not less than  $2\frac{3}{4}$  horsepower and not more than 1,000 cubic centimeters. He also suggests a three-cornered match between DeRosier, Collier and himself.

### Motorcycle Races for Mardi Gras.

In connection with the Mardi Gras celebration at New Orleans, La., on February 25 and 27, motorcycle races will be held at the fair grounds track, and efforts are being made to bring together a big field of star riders. The events will be for professionals throughout, and there will be four races in all, two each day. Each race will carry \$50 in cash prizes. Among the riders who already are signed are Val Jansen, the local champion; Arthur Mitchel and Robert Stubbs, two old rivals, and a delegation from Dallas, Tex.

## WORCESTER CLUB IS AMBITIOUS

Slates a Series of Pretentious Contests—Makes Ready for an Active Season this Year.

Following the example of many other progressive motorcycle clubs throughout the country, the Worcester (Mass.) Motorcycle Club, at its regular meeting last week, formulated plans for an active season this year. The meeting was held at the store of George F. Clark, 660 Main street, the Indian agency, and a big program of contests was drawn up. After considerable discussion of the wants of various classes of riders, it was decided to have club runs every fortnight with two divisions, a fast division, under command of the captain, and a pleasure division in charge of the first lieutenant. The pleasure division will start earlier for the destination agreed upon, and will take things easy, while the road burners will start later and beat it to their hearts' content. This seemed to be the logical solution of the troublesome club run schedule in which it is so difficult to suit everyone.

Another innovation that will be put in force on club runs is that of pairing riders so that when a rider has trouble his companion will stay with him. Heretofore it has been the custom to let every man look out for himself, unless someone offered voluntarily to play the role of the good Samaritan.

Foremost on the club's contest slate is a series of four "endurance runs" at two months' intervals. The first will take place on April 19, Patriot's Day, a legal holiday in Massachusetts, and the course will be one circuit of the Worcester-Boston-Providence Triangle, 150 miles. On the first Sunday in June the second run, of 175 miles, will be held. The course will be from Worcester to Greenfield to Springfield and return. Two months later, or on the first Sunday in August, the third run of the series will be held over a course of 200 miles from Worcester to Rockport, on the Gloucester peninsula, and return. The last run of the series will take place on the first Sunday in October, the course being from Worcester to Springfield, back to Boston and return to Worcester, 200 miles.

For these runs seven cups will be offered as prizes. Three will be awarded in the single and three in the twin classes, and another known as the Russell Coes cup will go to the rider of a single making the highest score. In the club social runs the club trophy will be up for competition. This was won last year by F. L. Kidder, who will hold it for one year. It becomes the permanent property of the rider who wins it twice in succession. It is awarded on a point basis a rider starting and finish-



ing under his own power within the time limit being credited with one point. Half a point is given for starting but failing to finish.

An open meet to be held during the coming season also was discussed, and as the club now is affiliated with the F. A. M., all of its contests will be sanctioned. The question of uniforms was brought up, but it seemed to be the opinion of the majority that the dust and oil encountered in connection with speed motorcycling did not make uniforms feasible. The next meeting will be held next month.

#### Great Britain Has 86,414 Motor Riders.

According to an English automobile journal that took pains to collect figures from trustworthy sources, there were 86,414 motorcycles registered in Great Britain last year, showing an increase of 11,414 machines or 14.66 per cent. over 1909. In making the tabulation, registrations which had lapsed were not counted, and allowance was made for errors, so that the figures given may be accepted as very nearly correct. Classified according to the four grand divisions of the United Kingdom, the registrations were as follows: England and Wales, 76,277; Scotland, 6,171; Ireland, 3,966. In 1908 the total number of machines registered was 65,026, so that in two years the increase has been 21,388 machines or nearly 33 per cent., a rather striking proof of the popularity of the motorcycle.

#### Spot Prizes for Race Winners.

Strict rules concerning the prompt delivery of prizes at race meets immediately after the events are over are being laid down by the F. A. M. competition committee for the coming season. Referees are to be held responsible for the delivery of prizes before riders leave the grounds, and the only exception to the rule that will be allowed will be in the case of a protest when the prize affected may be held up pending the disposition of the case. Failure of the promoters for any reason to purchase prizes before the meet will not be accepted as an excuse for non-delivery at the time specified, and the penalty for such failure shall be the refusal of all sanctions in future which said promoter may apply for, and the possible suspension of the referee in charge for incompetence. Referee report blanks, which must be filled out in every detail and forwarded to the chairman of the competition committee within a specified time after the meet, must state whether all prizes have been delivered in accordance with the rules, and if not, satisfactory reasons must be given. A referee is given authority to hold up a meet until the prizes are in his hands, and is held responsible for their delivery. This action of the committee is prompted by the numerous complaints last season by riders that did not receive prizes to which they were entitled, the circumstances in some cases making it appear as though the promoters

were endeavoring to avoid giving any prizes.

#### Fights Snow with a Free Engine Clutch.

Old fashioned New England winters with their deep snow and bitter cold are not particularly conducive to enjoyable motorcycling, but there is one enthusiast in Yankee land, Kid Gove, of Brockton, Mass.,



for whom Jack Frost and his cohorts hold no terrors. Gove lets no cobwebs gather on his machine during the winter, as the accompanying illustration shows, taken recently just after the completion of a 42 miles run through 12 inches of snow with the mercury below zero. His mount is a 7 Indian with free engine clutch, and he found no difficulty in bucking the snow, but rather enjoyed making it fly before the onslaught of the powerful machine. Gove is the son of G. A. Gove, proprietor of the Brockton Sporting Goods Co.

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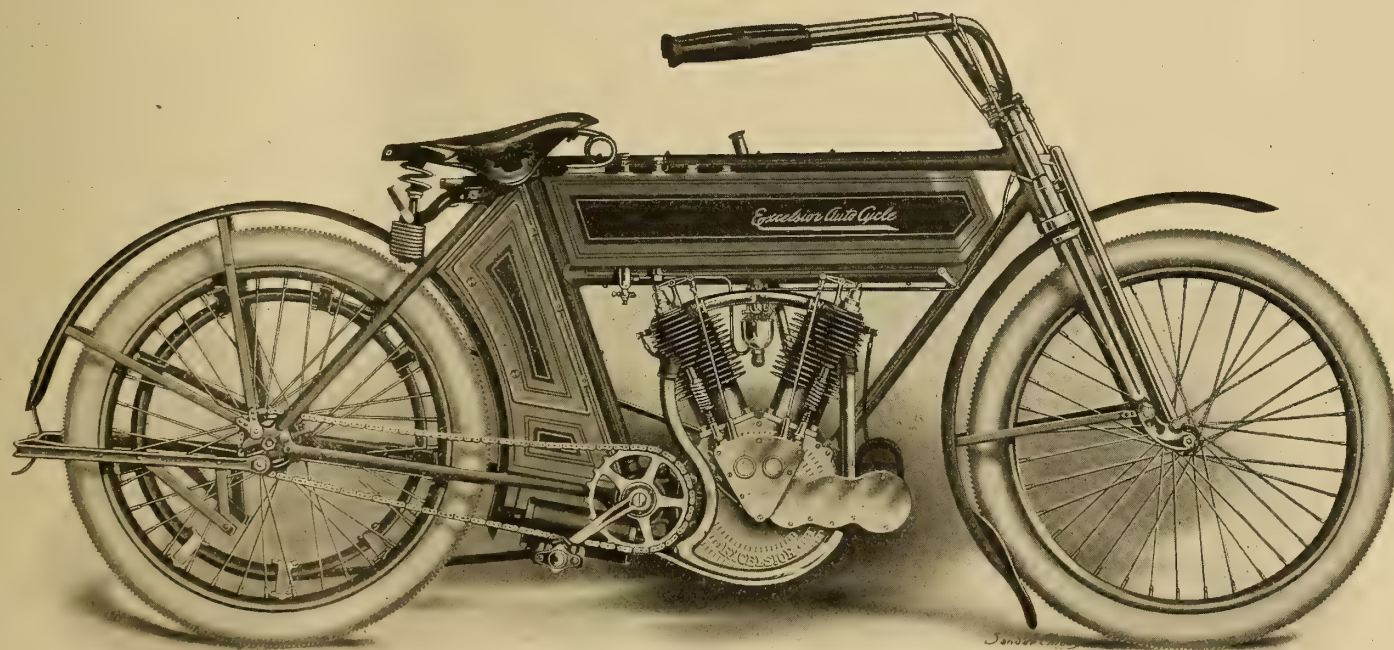
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MORRISON HEADS CENTURY LIST

C. R. C. A. Mileage and Century Competition Results Announced—Ruch and Segal Press Winner Close.

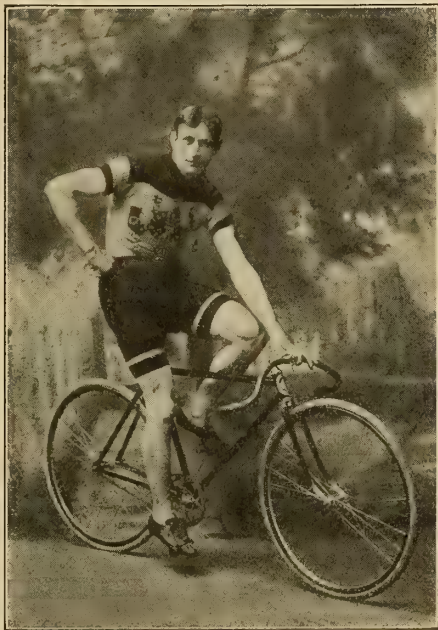
With the passing of 1910 ended one of the most closely contested century and mileage competitions that the Century Road Club Association, of New York City, ever has had. The winner of the competition, S. R. Morrison, is one of the best-known road riders in the vicinity of New York. For many years, until the latter part of 1908, Morrison no more would think of riding a century than he would of attempting to swim across the ocean. He confined his efforts solely to racing, and established a few records, some of which still remain on the books.

Between the early fall of 1908 and the beginning of the following year he commenced to take his fellows in the club out on some fast centuries, and kept up this work during all of 1909, at the end of which he had to his credit 101 centuries, and had won the century and mileage competition for that year with a total of 13,982 miles and 24,082 points. He also won for the first time the Garrity trophy for riding the greatest number of centuries in 1909. During 1910 Morrison rolled up 7,151 miles, a little more than half that of the previous year. His point score for 1910 was 11,251, and he rode 41 centuries. The system of scoring in the competition was one point for each mile in ordinary riding, and two points for each mile in a century ride.

Close behind Morrison came C. B. Ruch, who piled up 7,222 miles, 39 centuries and 11,122 points. He scored 129 points less than Morrison. Ruch's century work dates back to the early 90's, at which time he also did some scratch racing and long-distance road work at Buffalo and Baltimore. He also holds the honor of having paced the fast division in century runs oftener than any other rider of the present time. This is not the first time that Ruch has shared in the prizes in the annual mileage competition, for in 1909 he finished third with 9,016 miles, 51 centuries and 14,116 points respectively.

The third prize winner is Sylvain Segal, who made his mark in cycling in 1908, his first year out, when he finished second in the club championships and took first in the annual century and mileage competition. His winning score was 8,580 miles, 59 centuries and 14,480 points. This victory also gave him a leg on the Garrity trophy. In 1909 Segal finished fourth in the competition with 5,517 miles, and bettered this last year by holding down third place at the finish, when he rode 5,577 miles, including 43 centuries, and scored 9,877 points. His century work in 1910 also gave him another leg on the Garrity trophy, making

two in all, and it now becomes his permanent property. It will be presented to him at the annual dinner of the association on the 28th inst. Those who earned certificates by riding over 5,000 miles during 1910 were the fol-



S. R. MORRISON

lowing: C. B. Ruch, S. R. Morrison, Sylvain Segal, A. R. Cooley, J. M. Mitchell, J. P. Berlenbach and Berthold Baker. The total number of centuries ridden during the



SYLVAIN SEGAL

year, classified according to distance, was as follows: Single, 277; double, 3; triple, 4; making a total of 295 centuries. The total mileage was 63,970 miles. The complete score in detail follows:

Name—	Mileage.	Points.
1—S. R. Morrison.....	7,151	11,251
2—C. B. Ruch.....	7,222	11,122
3—Sylvain Segal .....	5,577	9,877

4—A. R. Cooley.....	6,741	8,741
5—J. M. Mitchell.....	5,359	7,859
6—J. P. Berlenbach.....	5,764	6,864
7—Berthold Baker .....	5,261	5,961
8—George Bieregel .....	3,697	4,697
9—J. A. Olson.....	1,400	2,800
10—H. G. Dilienthal.....	2,331	2,731
11—Edward States .....	1,200	2,400
12—D. W. Moore.....	1,100	2,200
13—Lucian Segal .....	1,504	2,004
14—R. W. Zarr.....	1,000	2,000
15—J. W. Clement.....	1,399	1,999
16—Fred Dilienthal .....	1,673	1,873
17—Henry Kelley .....	1,112	1,812
18—Joseph Arcaro .....	1,042	1,742
19—Fred Larsen .....	1,144	1,144
20—George Polascy .....	500	1,000
21—Isadore Taub .....	300	600
22—P. Wollenschlager....	300	600
23—Alvain Leder .....	200	400
24—Walter Knauerhase....	200	400
25—Fred Ehrhardt .....	200	400
26—A. J. Koerner.....	154	254
27—Charles Goldberger....	100	200
28—John Roedig .....	100	200
29—H. B. Sinclair.....	100	200
30—W. F. Jacobs.....	139	139

Newark Velodrome to Cross the Street.

While Frank Mihlon and John M. Chapman, owners of the Newark (N. J.) bicycle franchise, were closing a deal for a plot of land on South Orange avenue on Saturday morning, 7th inst., carpenters commenced to tear down the old Velodrome track across the street from where the new track will be built. The property, which has been leased, is 350 x 400 feet, and is directly opposite the old structure. According to the terms of the contract, the lessees have a ten-year lease with a five-year purchase option. Work on the new track will be rushed as soon as the present track is dismantled.

Failure on the part of Mihlon and Chapman to reach an agreement with the owner of the site upon which the old track stood is responsible for their decision to abandon it and build on a new site. The plans call for a grand stand and bleachers that will cost \$15,000. As the scene of many famous matches and championships and the development of Frank L. Kramer from a raw novice to the national champion, the Newark Velodrome will go down in cycle history. Most of the famous riders of the last decade or more have won and lost laurels on it, and it continued to draw large crowds when the sport was undergoing a lull elsewhere.

Odd New Year's Eve Celebration.

While most of the celebrations which attended the dawn of the new year were of the conventional sort, at least one had the charm of originality, and that was the manner in which the Rhode Island Motorcycle Club, of Providence, observed the occasion. About 30 of the members made up a theater party at one of the local playhouses, and after the show they mounted their machines and rode about the city while the bells were announcing the arrival of 1911. The rare sight of a body of motorcyclists flitting through the streets at midnight attracted much attention.



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorcher. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

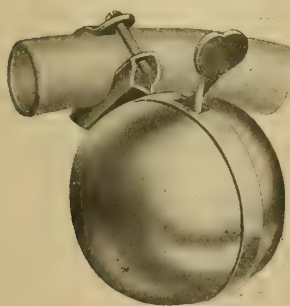
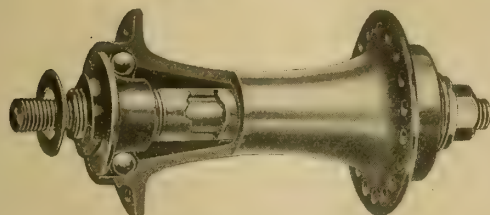
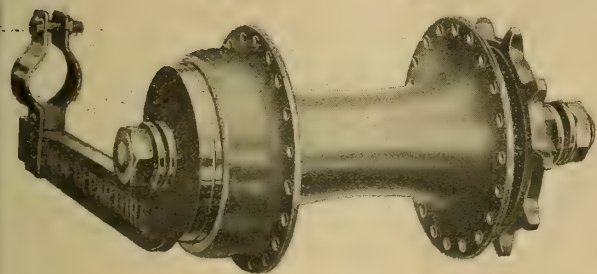
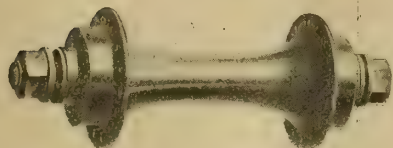
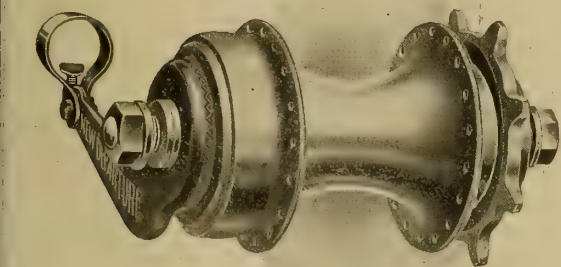
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

**NEW DEPARTURE BUSINESS BUILDING SELLING HELPS**—We not only supply you with cycle sundries of excellent reputation and sterling merit, but we work with you by supplying the most extensive assortment of advertising matter, including lithographed comic booklets, attractively printed folders, and a number of different novelty signs, etc., etc., bearing your imprint and carefully written to bring you good business. If you have not already asked for a supply of this advertising matter for 1911, do not fail to write us at once and we can ship it to you free, transportation prepaid, for the opening of the season.

New catalog on request

**THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut**

Coaster Brake Licensors





**PATENTS.**

969,791. Saddle for Motorcycles. Frederick Mesinger, New York, N. Y. Filed June 16, 1910. Serial No. 567,176.

1. A saddle provided with a pair of L-shaped frames, having vertical arms and rearwardly extending upper horizontal arms, means for vertically adjusting the vertical arms upon the cycle, a seat, and means for horizontally adjusting the seat upon the horizontal arms.

970,109. Propelling Mechanism for Velocipedes. John T. Plummer, Denver, Col. Filed Aug. 2, 1909. Serial No. 510,745.

1. In propelling mechanism for velocipedes, the combination with a transverse crank shaft, an operative connection between the said shaft and the rear wheels of the vehicle, a propelling lever fulcrumed on the machine and also connected in operative relation with the center of the crank shaft, and steering mechanism comprising bell-crank foot levers connected in operative relation with the opposite extremities of the handle bar of the machine, the propelling lever occupying a position within convenient reach of the hands of the rider, substantially as described.

971,166. Motorcycle. Floyd Fitz-Tarr Bingham. San Jose, Cal. Filed March 18, 1908. Serial No. 421,780.

1. In a motorcycle, a wheel-supported frame, a motor, the traction wheel, a friction drum, a band around the drum provided with means for engaging with said wheel, and friction means connected with the motor and engaging the drum.

970,458. Saddle Support for Motorcycles, etc. Clarence E. Becker, Buffalo, N. Y.,

assignor to The Auto Bi Company, Buffalo, N. Y., a Corporation of New York. Filed Nov. 16, 1908. Serial No. 462,795.

1. The combination of a cycle frame, a vertically swinging link pivoted on the upper part of the frame, a seat post composed of an upper tubular section which is pivoted at its upper end to said link and a lower plunger section arranged within the tubular section and pivoted on the lower part of the frame, and a spring arranged in the tubular section of the seat post and operating to hold said seat post sections yieldingly in an extended position.

972,560. Sparking Plug. Gottlob Honold, Stuttgart, Germany. Filed Nov. 5, 1907. Serial No. 400,830.

1. In a sparking plug, the combination of a housing having a cylindrical interior, an insulating body loosely fitting therein and having an outwardly tapering conical portion, a ring having an outer diameter corresponding to the inner diameter of the housing and downwardly converging inner and outer faces, fitting snugly in the wedge shaped annular space about the insulating body, and means to wedge the ring tightly into the said space.

972,806. Spring Attachment. Wilfred Bramham, Beverly, Mass. Filed April 21, 1910. Serial No. 556,822.

1. In a vehicle in combination, a frame, a wheel and its axle, a bearing for said axle, an upwardly extending guide rod fast on said bearing and adapted to slide in said frame, said axle being substantially in the path of movement of said guide rod, and a spring under tension the upper end of which is connected with said guide rod and the lower end with said frame.

## The Very Cement You Need

Every man who repairs a tire is on the alert for a rubber cement he can rely upon absolutely. Those who use our product have pronounced it the best they ever used. Our scientific method of manufacturing and the use of purest raw materials explains it.

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Manufacturers and Jobbers of Quick Selling Sundries for the Bicycle and Auto Trade.

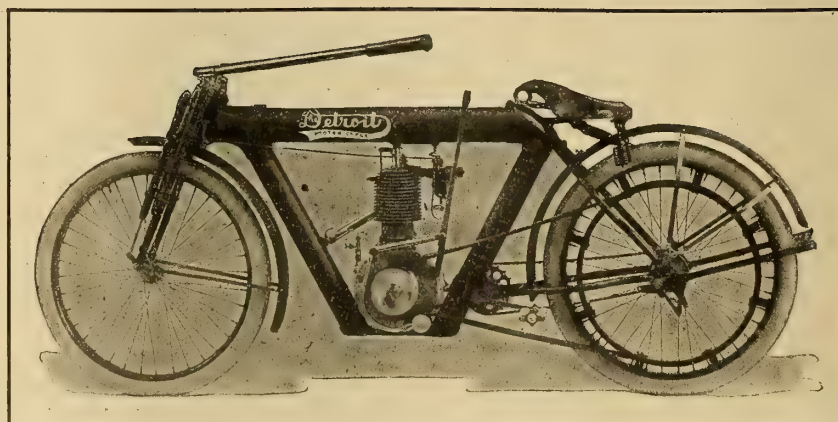
## SPROCKETS

We Make a Specialty of High-Grade Sprockets for the Cycle Trade  
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CLEVELAND, OHIO



**STRENGTH**

**STABILITY**



**SIMPLICITY**

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**SELF-CONTAINED EQUIPMENT**

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**DETROIT MOTORCYCLE COMPANY, Detroit, Mich.**



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No. 70—Pitch,  $\frac{5}{8}$  inch; rivet, .200; width,  $\frac{1}{4}$  inch.

**Straw Tempered, Nickel Steel Rollers  
Blued Sides with Bevel Edges**

**FOR SALE BY ALL LEADING JOBBERS**

Duckworth Chains are the standard; you will find them on the best motorcycles. An experience dating back to 1871 is applied in treating the steels for the various elements that go to make up an efficient and durable motorcycle chain.

**WE MANUFACTURE A FULL LINE OF BICYCLE CHAINS**

**DUCKWORTH CHAIN AND MANUFACTURING CO.,** Established 1871 **Springfield, Mass.**



**B**ETTER SERVICE for Motorcycle and Bicycle Dealers is Assisted by Our Having Taken This Large New Building as Our Jobbing Headquarters.

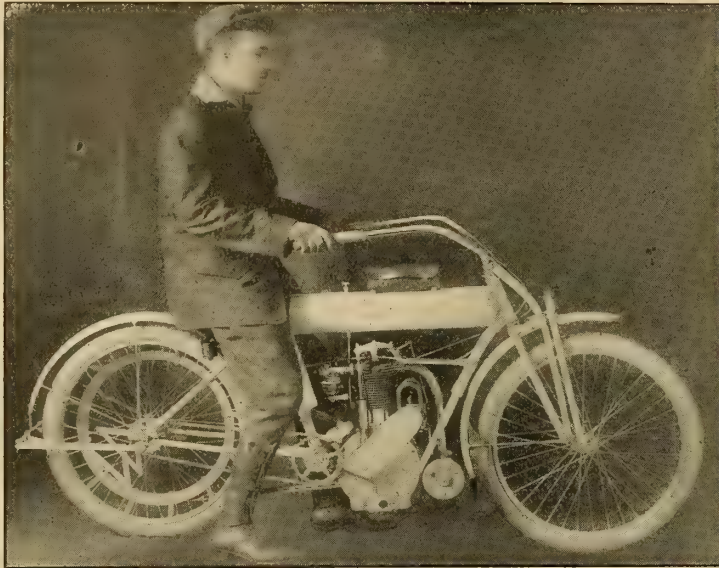
**VIM CYCLE AND  
HARDWARE COMPANY**

**137-139 Broadway, BUFFALO, N. Y.**

Motorcycle and bicycle supplies, tires and accessories at the right prices are what we offer the dealer, not forgetting prompt shipments and courteous dealing. VIM bicycles and VIM tires are among our leaders, of the goods we ourselves make, and we also are distributors of NATIONAL bicycles. Let us show you what we can do for you to help the prosperity of your business. Send for our literature.

**GOODYEAR BICYCLE AND MOTORCYCLE TIRES FOR WESTERN NEW YORK**





1911 Model. Low Saddle Position.

## CURTISS Overhead Valve MOTOR

with offset crank and automatic float controlled oiler is used exclusively by us, and now made in our new factory. Every part is made interchangeable, and all bearing surfaces are ground absolutely perfect.

The NEW CURTISS MOTOR has been constantly under test for the past 18 months. Today there is not one weak point in it. It is a wonderful hill climber that equals any of the 6 horsepower doubles. No other Motorcycle can compare with it for steady running where the going is heavy.

This powerful motor when used in conjunction with the up-to-date tank-in-the-tubing Marvel frame makes the

# MARVEL MOTORCYCLE

## \$225

the machine of greatest value for the money. In fact the advanced features of the Curtiss motor or the Marvel up-to-date frame are not to be found in any other motorcycle at any price.

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AGENTS—you cannot afford to let your competitors sell the Marvel in your locality.

**MARVEL MOTORCYCLE COMPANY, Hammondsport, N. Y.**

Member M. M. A.

New York City Selling Agency—CURTISS MOTORCYCLE CO., 1203 Bedford Ave., Brooklyn, N. Y.

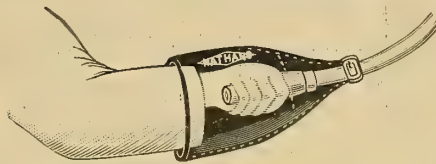


### Motorcycle Fabric Supplies

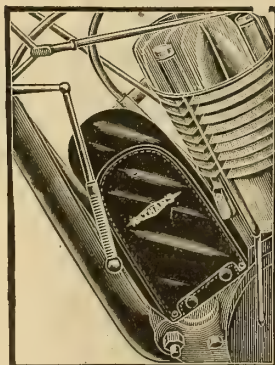
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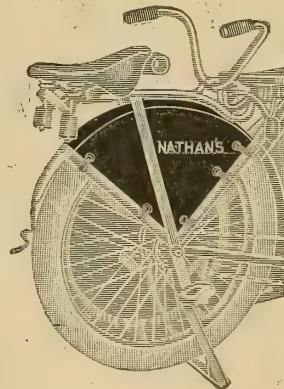
Nathan's Motorcycle Lamp Covers.



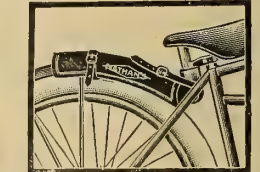
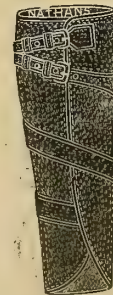
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Nathan's Motorcycle Magneto Covers.



Nathan's Mud Guard and Skirt Protector.



Nathan's Motorcycle Inner-tube Bags.

Nathan's U. S. A. Puttee.  
Style No. 75."Nathan's Windsor."  
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**NATHAN NOVELTY MFG. CO., 86B Reade St., New York**



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Get the famous

## "SEARCH-LIGHT"

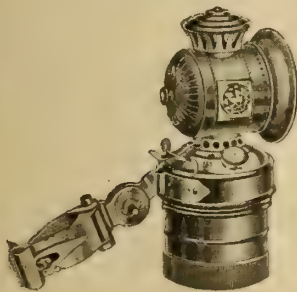
### Bicycle Lamp

Made by Bridgeport Brass Company

The improved "Search-Light" gas lantern is without doubt the most efficient and reliable bicycle head-light on the market. It is very simple, easy to operate, has no complicated parts—no wrench or tools of any description are necessary to operate this lantern.

The "Search-Light" has led the entire field since the inception of the bicycle. It is preferred by all cyclists and motorcyclists who want a brilliant, powerful lantern. It throws long rays that light up the whole road and not a part of it.

The "Search-Light" is absolutely gas tight. It will not jar out even over the roughest road. It is very handsome in design and is made of the finest quality of brass, highly polished and nickel plated. It is automatic in its action and gas is generated only as it is used. The Lens can be taken out and easily cleaned.



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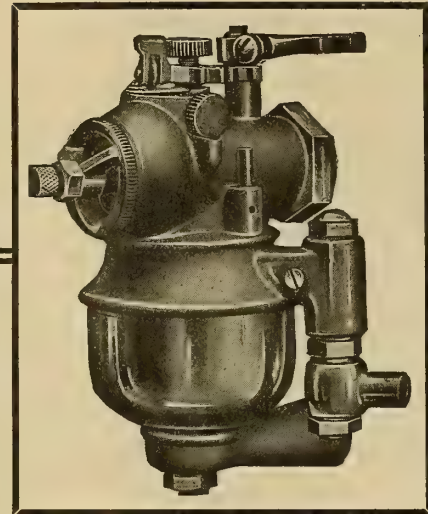
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**Bridgeport Brass Co.**  
116 Crescent Ave., Bridgeport, Conn.

Here is the carbureter  
that is "right"—

# HEITGER

Glass or Brass Bowl



Without choking or flooding at any point, the HEITGER gives a free-flow and perfect mixture to the engine at every speed from 3 to 75 miles per hour. It weighs only 20 ounces, being made of special aluminum alloy, nickel plated. So carefully and scientifically is every part made, that there is no leaking or binding float valves, air valves or other troubles common to other carbureters.. Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Every HEITGER guaranteed. Either type gives the maximum and the minimum of speed, on an economical fuel consumption. List price of the HEITGER carbureter without fittings is \$10.50. Ask for a catalog.

The HEITGER is being used as equipment on Merkel-Light, Emblem, R-S, New Era, Marvel, Armac, Wagner and a number of the newer machines.

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218 W. South ST., INDIANAPOLIS, IND.



# "OLD SOL" MOTORCYCLE LAMPS

Ample Size in All Models is One of the Striking Features of the "OLD SOL" Line of Lamps and Generator.

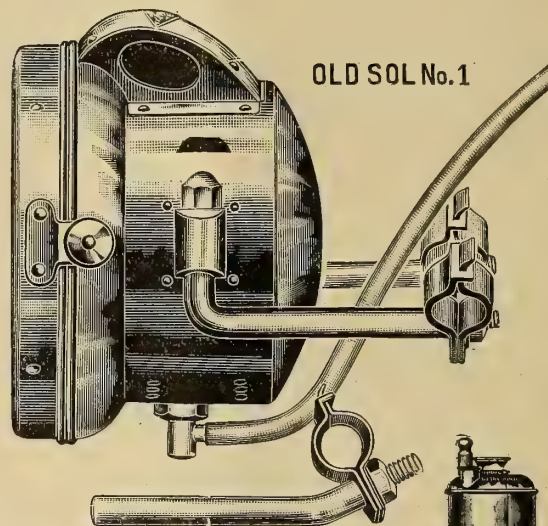
"OLD SOL" Lamps Nos. 1 and 3 are shown here, with brackets "A" in position, and with these brackets will fit the handle bars or extension forks of any motorcycle. Brackets "B"—one of which is shown under Lamp No. 1—are especially bent to fit "V" type of bars of any angle.

"OLD SOL" Lamp No. 2 is of the same size and dimensions as Lamp No. 1, except that it is fitted with rear socket for flat bracket.

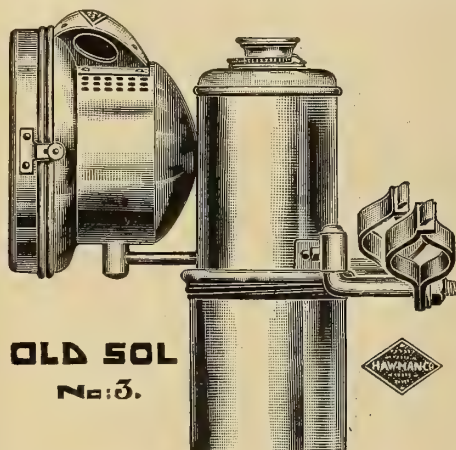
Lamps Nos. 4 and 6 are of the same size and dimensions as No. 3, except that No. 4 is fitted with rear socket similar to Lamp No. 2, and Lamp No. 6 is supplied with head bracket for bicycle.

The high efficiency magnifying mirror lenses in Lamps Nos. 1 and 2, and the reflectors in Lamps Nos. 3, 4 and 6, are all quickly detachable, being held by a special binding screw, patent applied for. This improvement will be greatly appreciated by all who have had occasion to replace reflectors fastened by the old method of soldering.

"OLD SOL" Generator No. 5, for the separate Generator Lamps Nos. 1 and 2, and the generator parts for the Self-contained Lamps, Nos. 3, 4 and 6, are of a new and greatly improved construction. Not only the No. 5, but the Small Lamp Generators as well, are supplied with a specially constructed perforated sheet brass carbide basket which has been found to give most economical and efficient results. These Generators may be repeatedly turned off and relighted without changing the charge of carbide.



OLD SOL No. 1



OLD SOL  
No. 3.



"OLD SOL"  
Generator No. 5

HAWTHORNE MANUFACTURING CO., Inc., 20 Spruce Street, Bridgeport, Conn.

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listing exceptional values in bicycle line, also some elegant motorcycle casings and tubes at very small prices, is fresh from the press.

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215-217 Genesee St., Buffalo, N. Y.

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of 1911 Special Bargain Bulletin to  
(Dealer's name and address)

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# F. A. Baker & Co.

10 Warren Street, New York

For those who require motorcycle accessories or sundries, either for their machines or for their customers, we offer a stock and a variety that contains the results of our long experience in the motorcycle business and particularly in specialization as regards motorcycle accessories. Every owner and dealer, by remembering our name and address, has the means of getting just what he wants when he wants it. For instance:

Ammeters, balls, batteries, belts, bolts, carbureters, cement, chains, clothing, coaster brakes, coils, cyclometers, gauntlets, grips, goggles, horns, idlers, insulating tape, insulated wire, lamps, leggings, luggage carriers, magnetos, nuts, oils, oilers, pedals, pliers, pumps, saddles, screw drivers, spark plugs, speedometers, spokes, spring forks, stands, tires, tire patches, tire repair outfits, tools, tubes, wrenches and a host of minor novelties of a kind that we know to be useful and serviceable.

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Merkel-Light motorcycles, Model A, with Thor motor, for \$150 each, a special prize which will be withdrawn before the riding season comes much closer.

G & J, Goodrich, Morgan & Wright motorcycle cases at 60 per cent. discount. Tubes at 33 1-3 per cent. discount. Dealers and jobbers can take advantage of these reductions, too, by writing us.

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New York Distributing Agents for INDIAN Motorcycles. Largest stock of INDIAN parts outside the INDIAN factory. New York Agents for PIERCE Motorcycles.

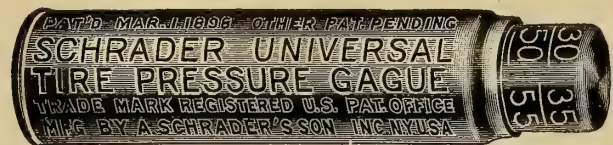
**Motorcyclists and bicyclists  
should consider the im-  
portance of having their  
tires inflated to the right  
pressure.**

## IT IS TIRE ECONOMY AND IT SAVES MONEY

To know what pressure  
you have in your tires, use

## A Schrader Universal Tire Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

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Can be obtained from all tire manufacturers, jobbers  
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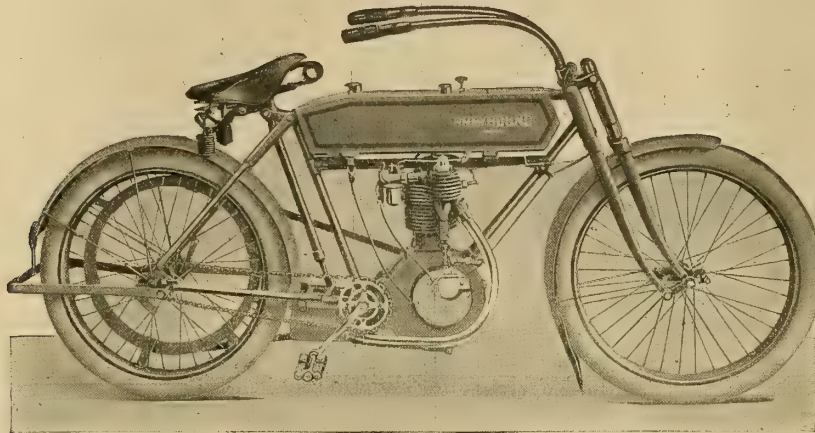
Manufacturers of the famous Schrader Universal  
Valves for Automobile, Motorcycle and Bicycle  
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# THE 1911 GREYHOUND



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Correspond with us and see  
what progress has been  
made by the oldest Ameri-  
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We want to announce our complete readiness to deal with all matters relative to 1911 agency.

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## Pennsylvania BICYCLE TIRES

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For 1911

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in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

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## This Inlaid Cuckoo Clock FREE, with NEVERLEAK TIRE FLUID

Thirty-three NEVERLEAK Tire Fluid Certificates bring this elegant, hand-carved, genuine Imported Cuckoo Clock, FREE. Case is of walnut, inlaid with ash, ebony and mahogany decorations. It's a winner.

For big business you should handle the marvelous NEVERLEAK Tire Fluid, the one fluid that automatically closes bicycle tire punctures without the rider having to dismount. One NEVERLEAK Certificate goes with every dozen tubes. The tubes go like hot cakes. See your jobber about it today.

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## THIS

is the chain repair tool which has created such a sensation among motorcyclists. It is one of the real hits of the season, and we are selling them faster than we can turn them out. For  $\frac{5}{8}$ -inch roller chains only.

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Lots of good things in our motorlog—  
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## "The A B C of Electricity"

will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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See the

## 1911 TWO-SPEED N.S.U.

**At the New York Show  
and  
Compare it with Others**

For refinement of excellence, including design, workmanship and finish; for real spring frame and spring fork comfort and efficiency on hill or level, the N.S.U. has no equal.

**As Usual Its the Sensation**

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Are you prepared to reap the benefits of this unprecedented demand?

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Have you investigated the merits of our HYGIENIC SPRING SEAT POST FOR JUVENILES?

It is a great talking point for dealers.  
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# 31 Years of Specializing

in chain manufacture of one quality only—and that the highest—have resulted in

# RENOLD CHAINS

becoming the  
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1 in. pitch.  
1-8, 3-16 and  
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Fits  
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"the most comfortable motorcycle in the world," because it's the only motorcycle with a Spring Frame and Spring Fork.

All roads seem smooth to the "Merkel" rider—no bumps, no jolts, no jars—scarcely any vibration. For comfort, speed and pleasure, it is the machine for you.

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MEMBERS OF M.M.A.

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Permits those changes of position that best suit the need or mood of the rider.

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**REAL Motorcycle Headlights**

Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

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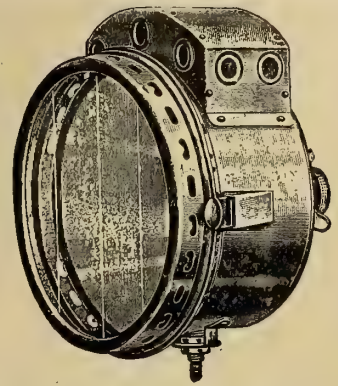
Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
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Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
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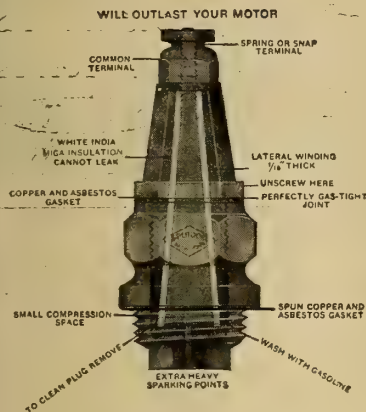
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This improved construction insures an absolutely waterproof plug, and at the same time adds to its appearance.

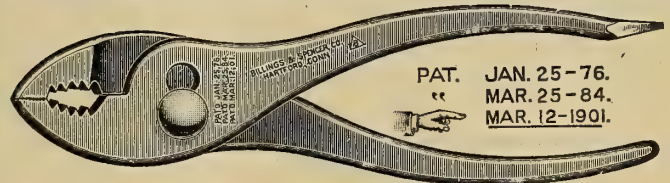
As an important agent in road and track victories the SPLITDORF Plug has no equal. All live dealers sell it.

**C. F. SPLITDORF**

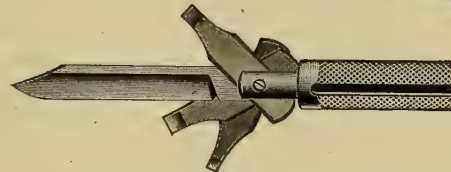
Walton Ave. and 138th St.

Branch, 1679 Broadway

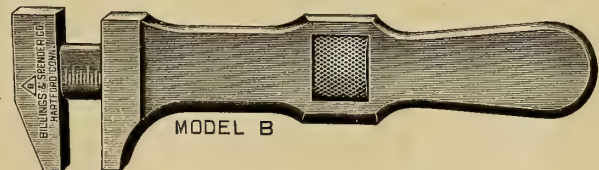
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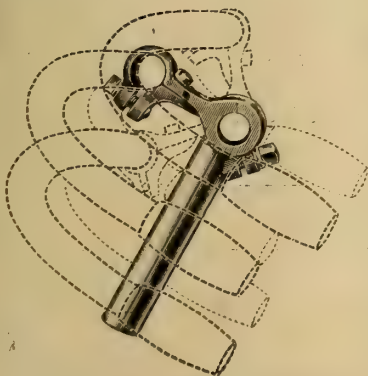


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ECHO ALL-WAYS EXTENSION  
HANDLE BARS. Fit any stem.

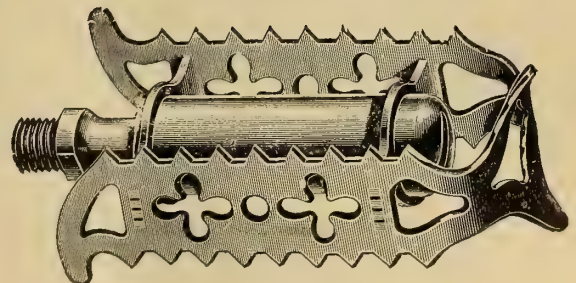
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**FORSYTH SPECIALTIES**

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Mud Guards and Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

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Nickel plated, \$1.00 extra  
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## MICHIGAN ROCK MAPLE RIMS —None Better

Made by LOUIS RASTETTER & SONS, Fort Wayne, Ind.

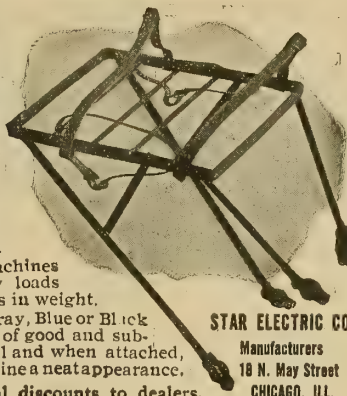
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It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

Supplied in Gray, Blue or Black enamel. Made of good and substantial material and when attached, gives your machine a neat appearance.

\$3.50 —Special discounts to dealers.



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WHO? Tell Us

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Only Good Ones

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1911 Proposition on Bicycles and Bicycle Tires Now Ready

Write for Prices

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Enclosed find \$2.00 for which enter my subscription to  
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wheels must have  
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There is nothing that gives more value for the  
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MORSE TWIN  
ROLLER CHAIN

NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING

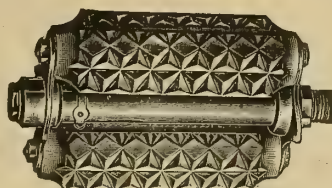
The only chain having FRICTIONLESS  
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Motorcycle Chain Adjusters, Pedal Rubbers, Stee  
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ORDER THROUGH YOUR JOBBER.

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The WALD  
Tube Deflator  
for

Bicycle, Motorcycle and Automobile Tires  
saves time and dozens of valve springs;  
don't be without one. Sold by jobbers.  
WALD MFG. CO., Sheboygan, Wis.

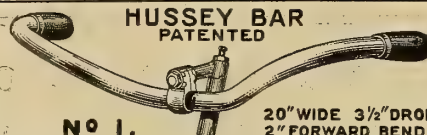
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CHAIN TOOL  
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Will easily remove  
rivets like this.

See that extra sec-  
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Adapted for any Motor-cycle Chain.  
We have the only Patent for this  
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Write for circular and prices.

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20" WIDE 3 1/2" DROP  
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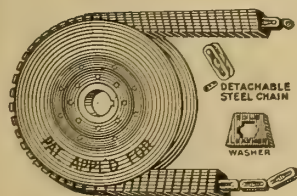
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Any size \$8.00. State size in order.

## Collapsible Funnel

for chamolising gasoline and filling motorcycle  
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## The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

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means greater economy in operating a car because it gives greater efficiency in coils and magnetos. It has other advantages you should know about before deciding on your ignition equipment. Our Bulletins on Ignition give the facts. Write today.

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Despite false reports made by some jealous competitors, we are jobbing a complete and up-to-date line of

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Dealers, send for our 1911 Catalogue.

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## Goods Well Bought Are Half Sold

## 1911 Overland and 1911 Black Diamond BICYCLES

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"Users Know"

*Special Bicycle Tire Booklet on Request*

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is worth something. When you buy our castings you can rest secure in the knowledge that you can absolutely depend on them.

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# Our New Style 1911 Product



**NEW** Pinching and Crimping of  
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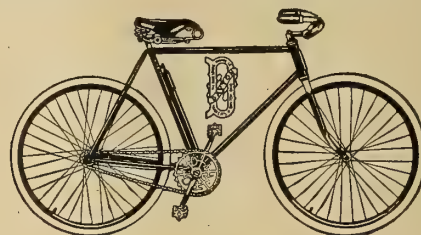
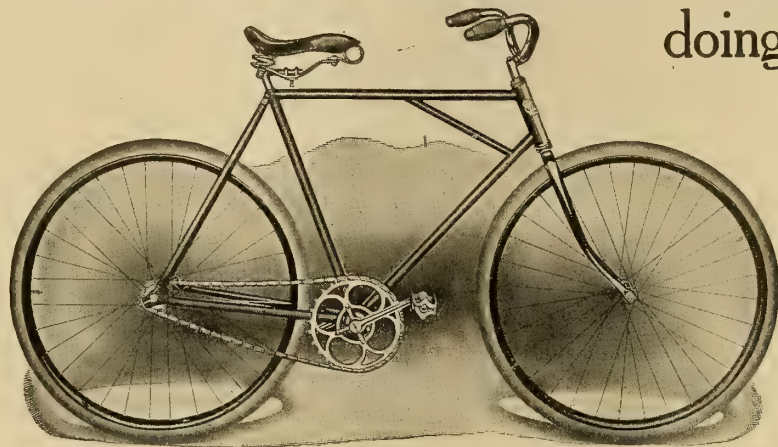
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You can do both, as hundreds of other live dealers have been doing for years, by getting in touch with us. Repeat orders tell the story.



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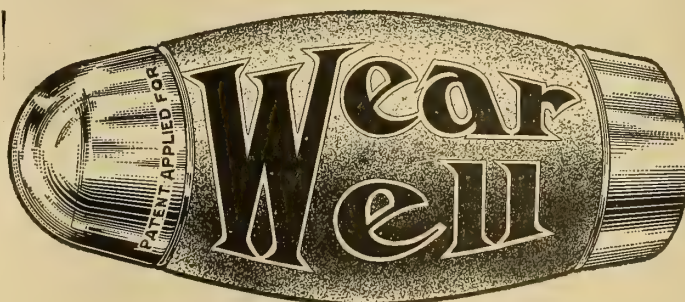
The biggest and best value ever offered. A crack-a-jack line, up to the minute in every respect, and sold at a price that makes you wonder if we stole the bicycles. We didn't. What we did do was to bring to bear the enormous purchasing power of our five big stores—Philadelphia (two), Atlantic City, Buffalo and Washington—and our position as large distributors.

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have made a reputation second to none. We knew what the dealer wanted and we supplied it in these splendid tires. Hundreds of dealers have built up a profitable business on them.



RUBBER



GRIPS

The standard grip everywhere. We control their sale. Too well known to say anything. Our line of accessories and sundries is complete, and prices tell the story.

Our catalog should be in the hands of every dealer alive to his own interests.

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BRANCHES

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763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



For the man who wants to invest \$150 in a motorcycle, and for the dealer who knows the man who wants to invest \$150, there is no better offering than the

# HAVERFORD

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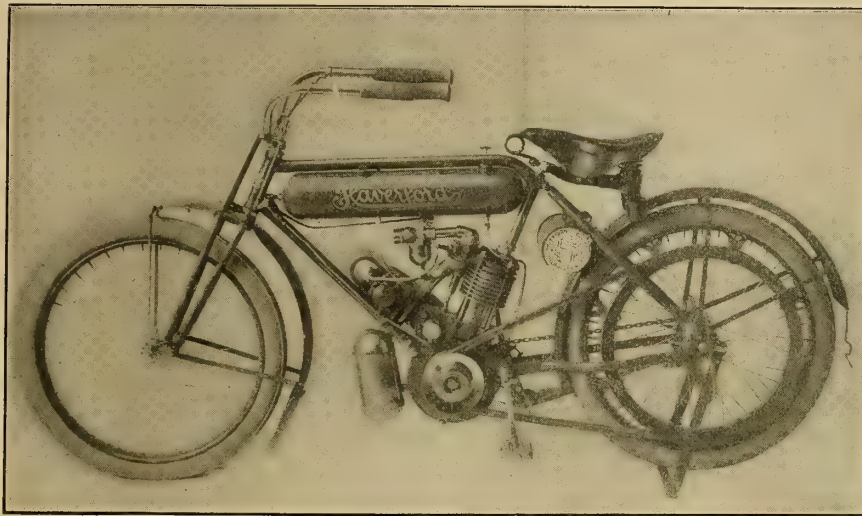
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**\$ 1 5 0**

Equipped  
with  
Battery  
Ignition

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**\$ 1 8 5**

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with  
Bosch  
Magneto

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## Haverford, Model H, Schebler Carbureter

Bear in mind that the Haverford, among other excellent features, has: Handlebar grip control; leaf spring fork; 4 horsepower engine; fuel tank with 5 quarts capacity; oil tank in rear of fuel tank, holding a quart of oil; force feed hand pump contained in oil tank; 26-inch wheels; wheel base 54 inches; rubber grips; triple expansion muffler, giving silence without back pressure; wide mud guards, with rear guard detachable; automatic locking of the stand when not in use.

Hurry and get in contact if you want to be a live agent or a satisfied owner. The 1911 Haverford Model, Bosch Equipped, is now ready.

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## Haverford Cycle Company

827-829 Arch Street., Philadelphia

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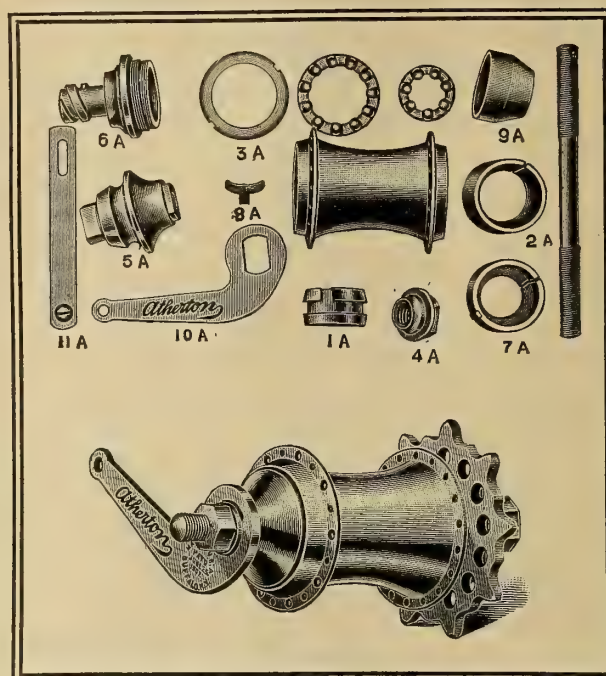
411 MARKET ST., PHILADELPHIA  
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# Greater Development and More Simplicity

mark another advance in  
coaster brake construction,  
as exemplified in the



# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
effect so far as these qualities are concerned.

**IT AFFORDS** { Perfect Braking — Absolutely Free Coasting  
Genuine Satisfaction and a Desire to Live Longer

Get the Up-to-Date Coaster Brake While You Are About It

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48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers



# Five Great Motorcycle Tires

## —One for Every Road Condition

For 1911, the most complete line of Motorcycle Tires ever known, has been launched. Each tire, by our exacting competitive test, is shown to be the longest-wearing tire of its class in the world.

The Goodyear line of motorcycle tires for 1911 embraces one tire for every road condition. There are five great tires.

THE GOODYEAR CORRUGATED TREAD TIRE, the one that meets *every* condition, has an extra heavy corrugated tread that gives astonishing endurance.

THE GOODYEAR STUDDERED TREAD TIRE is built especially for travel on muddy country roads. When studs of other tires are clogged with mud and worthless, the Goodyear is free from mud, for its studs are wider apart and cannot gather mud. This makes the Goodyear the most practical of all studded tread tires.

THE GOODYEAR NON-SKID CHECKERBOARD TIRE prevents slipping on paved city streets. The spaces between the squares on the tread form a vacuum that permits only forward motion of the tire. This is the best tire manufactured for traveling on slippery pavements. It prevents the falls that so often result disastrously.

THE GOODYEAR BLUE STREAK TIRES are built primarily for racing purposes. We have one Blue Streak tire for board track racing and another Blue Streak tire for racing on dirt tracks.

This is the most complete line of tires ever manufactured for motorcycles. It gives riders the widest range of choice to fit individual conditions that has ever been possible.

Each tire is the world's longest-wearing tire of the class to which it belongs. This we prove to our satisfaction before a tire can leave the factory, for we are our own severest critics.

Our competitive test—the most exacting ever given motorcycle tires—is accomplished by means of a great machine.

Each manufacturer's best tire is worn down to destruction to ascertain its mileage. Then the Goodyear tire—the very duplicate of the tire *you* buy—is worn down to destruction.

This gives conclusively the number of miles each tire will last on your motorcycle.

The Goodyear tire must give greater mileage than that of any other manufacturer or its twin tires would never be allowed to leave the factory, so careful are we of Goodyear reputation.

All Goodyear motorcycle tire beads, that exert a vise-like grip on the rim, are molded, shaped and cured *on an exact duplicate of your rims*. They always *fit* perfectly.

By equipping your machine with the long-wearing Goodyear you will save many dollars, for the Goodyear wear longer than the tires you now own. This is a saving, that in duty to your pocketbook, you cannot afford to overlook.

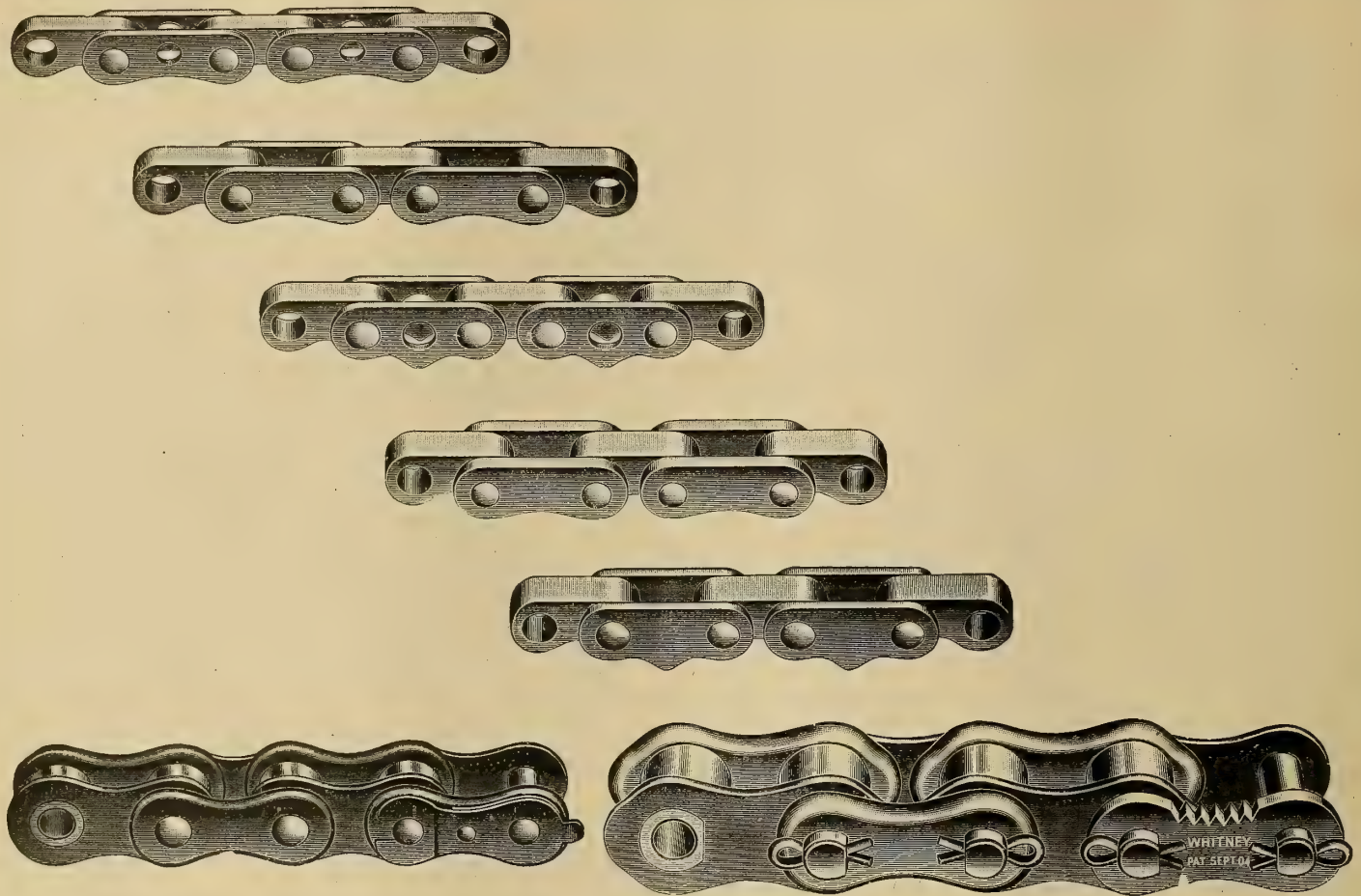
Go see the Goodyear at the nearest branch office or agency or at your dealer's. But be sure you write us today for our illustrated booklet on motorcycle tires. We will send you a copy by return mail.



**The Goodyear Tire & Rubber Company, Mole Street, Akron, O.**

*Branches and Agencies in All the Principal Cities*



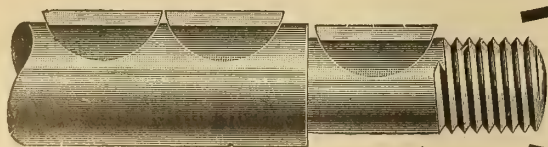


# "Whitney" High Grade Driving Chains

ROLLER CHAINS—BLOCK CHAINS—QUIET CHAINS—CHAIN BELTS

"Whitney" Chains have stood the severest tests.

The leaders are aware of this fact and are profiting daily by their use.



If you are not taking advantage of the

**Woodruff Patent  
System of Keying**

It will pay you to investigate.

Better results and a great saving in cost.

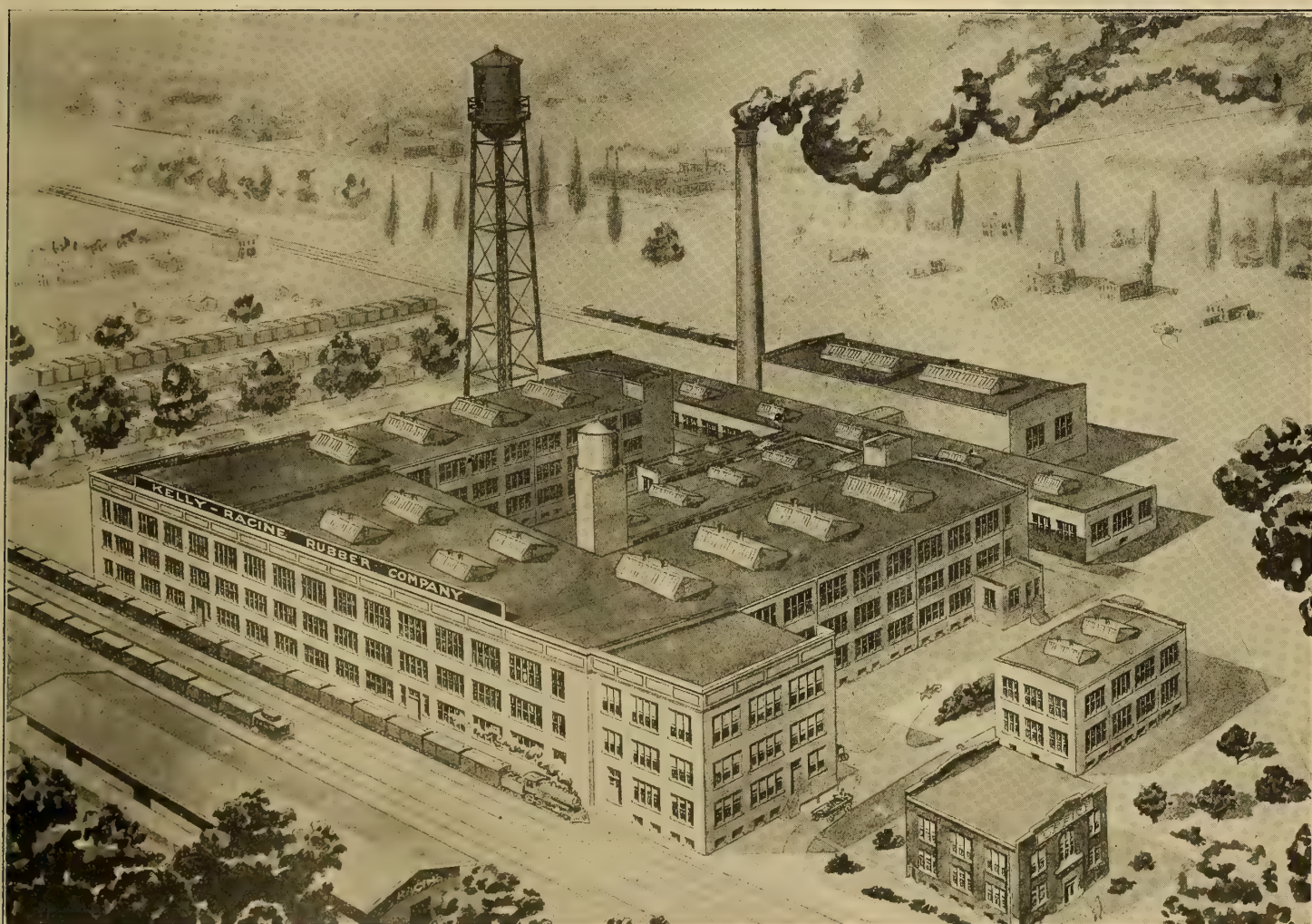
**THE WHITNEY MFG. COMPANY, Hartford, Conn.**



# KELLY-RACINE TIRES

## For Motorcycles and Bicycles

are now being made in this new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.



⌚ This factory will produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

KELLY-RACINE RUBBER CO., Racine, Wisconsin



# LARGEST JOBBERS OF BICYCLES & ACCESSORIES IN NEW ENGLAND

A Specialty Field in Which  
We are Specialists.

## THE NEW ENGLAND RACER

A  
WINNER

Fast  
Strong  
Light  
Snappy



The Only  
Bicycle in  
the World  
Built for  
Sprint  
RACING  
on small  
board tracks

New England Racer \$55.00

New England Model 8 Two Bar \$35.00

New England Model 8 \$30.00

*All 1911 Catalogues Now Ready--Write for Them*

**New York and New England Distributors**

### Hudson Bicycles

Racer . . . .	\$50.00
Semi-Racer . .	40.00
Roadster . . . .	30.00

### Dayton Bicycles

Racer . . . .	\$50.00
Heavy Roadster	40.00
Roadster . . . .	30.00

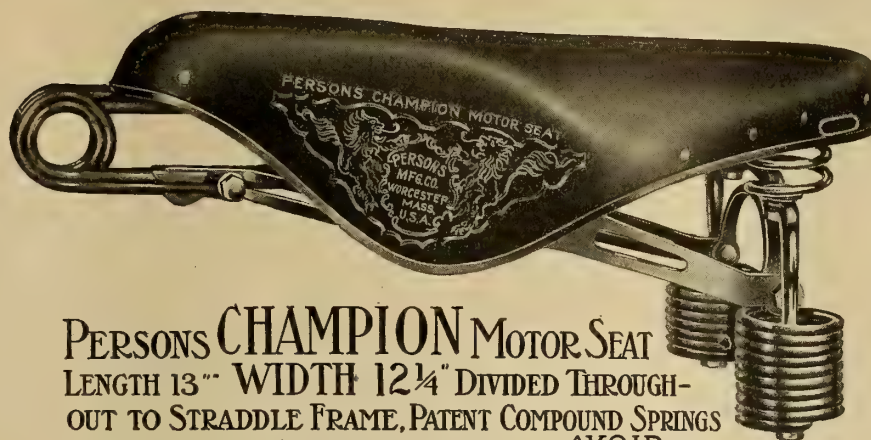
### New England Dist.

for Harley-Davidson  
and Haverford Motor-  
cycles.

**J. W. GRADY CO.,**  
**WORCESTER, MASS.**



If  
you are  
a  
wise rider  
and a  
careful  
buyer



Your  
Motorcycle  
will wear  
a  
Persons  
Champion  
Saddle

**PERSONS CHAMPION MOTOR SEAT**  
LENGTH 13" WIDTH 12¼" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS  
NO FRICTION, SIDE SWAY OR SQUEAKING. <sup>AVOID</sup> IMITATIONS

## Our Champion Challenges Anyone!

to show, in all other makes of saddles combined, as many **BONAFIDE POINTS OF SUPERIORITY** as given below, all of which will be found in **PERSONS 1911 MODEL**.

**TOP**—Made from finest oak-bark tanned leather. Double or reinforced tops not necessary. Ours are made from full thickness of the hide—no splits used. We are the only saddle manufacturers who are also leather tanners; therefore, we can and do select superior quality hides from which to cut our saddle tops.

**POMMEL**—High and cup-shaped, giving proper and artistic lines; riveted to top with solid copper rivets, insuring maximum of strength. We have always used this method of riveting. It is now being unsuccessfully imitated in inferior makes.

**CANTLE**—Cold rolled steel stamping riveted at the rear—the only proper way. This method of riveting is also now being unsuccessfully imitated, but a comparison soon shows the distinction in the Persons. Cantle is also formed to give saddle a nicely domed shape at rear, to fit the rider. A correctly shaped saddle for horse, bicycle or motorcycle is never flat at this point.

**DIVIDED FRONT SPRING**—It allows the saddle to straddle the frame, insuring a lower seating position than any other saddle and is bolted to trusses—not riveted. This spring, being the metal part most exposed to view, is nicely nickeled.

**SPRING STOPS**—They stop the front spring on the rebound so it will not pass its normal position and strike the rider. It also reinforces the front spring and permits us to hinge

the latter with bolts back of the truss front ends, adding a further reinforcement to front spring and precluding side-sway.

**CLAMP**—Our 1911 model has a universal clamp, making it adaptable to any style seat-post and still retains our double security tilting feature; is built of dropped steel forgings, unbreakable and easily adjusted.

**BRIDGE**—This part spans the rear framing just under the upper springs and is a drop forging—not a stamping.

**POSTS**—These are the vertical parts to which the lower coil springs are attached and are dropped steel forgings—not turned from a rod of doubtful quality.

**SPRING**—Made in our own factory from finest quality oil-tempered spring wire. We do not purchase "ready made" springs.

**DROP FORGINGS**—There are more drop-forged parts in our 1911 Champion Motor Seat than all other makes combined, in fact more than in some bicycles or motorcycles. These forged parts are used to insure a minimum weight with maximum strength.

**ASSEMBLY**—All metal parts are assembled with bolts and nuts, thus giving perfect interchangeability. We do not rivet together the metal parts of our saddles. The workmanship throughout is the best.

### Now Mr. Motorcyclist—Is That Enough Evidence?

If you are still skeptical we don't ask you to accept our statements without proof. Just insist upon your dealer showing you a Persons 1911 Champion and compare for yourself its **POINTS OF SUPERIORITY** with any other saddle made by anyone anywhere. Furthermore, for the superior quality in our saddles, manufacturers pay us a higher price than for any other make, but if you specify Persons Champion as equipment you get the best at **NO GREATER EXPENSE TO YOU**. Reputable motorcycle manufacturers not showing Persons 1911 Model Champion Motor Seat as regular equipment will supply it as an option if you insist upon it.

*You Pay the Price—Get Your Money's Worth*

Write for full information and catalogue to the Oldest Saddle Manufacturers in the U. S. A. Established 1892.

**THE PERSONS MFG. CO., WORCESTER, MASS.**

*Build the Best Saddles On Earth*



# Bicycle and Motorcycle Parts

MAIN FRAME TUBE  
HANDLE BAR TUBE  
PULLEY RIMS  
MUD GUARDS  
FORK SIDES  
STAND LEGS  
FORKS  
STAYS  
RIMS

## SEAMLESS STEEL TUBING

is used exclusively in the manufacture of our bent parts and frame tube. These are **made by men who know how** and who have gained that knowledge thru **years of experience**.

**Manufactured** by the electric welding method **in the factory** of the **pioneers** and **masters** of the process.

**THE STANDARD WELDING CO.**  
**CLEVELAND**

CHICAGO

DETROIT

NEW YORK

## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

**PITTSFIELD  
SPARK COIL CO.**

Dalton, Mass.

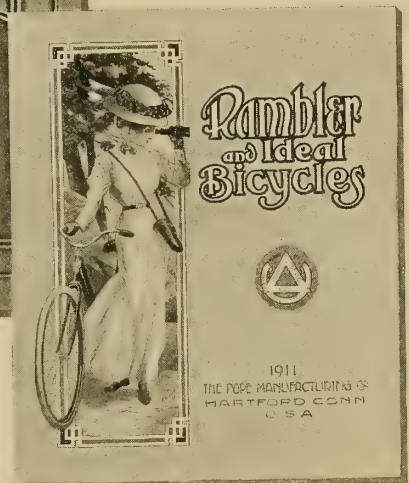
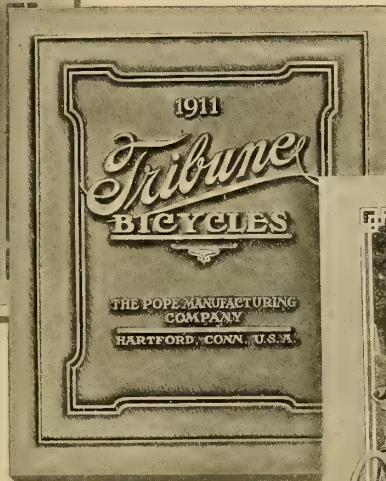
SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San



# THE BIG FOUR

Will bring prosperity to those who handle

**Pope Name-Plate  
Bicycles**



Dealers everywhere are building up a live, high grade bicycle business and becoming more prosperous selling

**Columbia  
Cleveland**

**Rambler  
Tribune**

and other Pope Name-Plate Bicycles in rapidly increasing numbers.

## Are You One of These Dealers ?

If not, do you realize that you are allowing yourself to be handicapped, now that the trend of the trade, which made 1910 distinctly a Pope year, is stronger than ever in our direction.

Dealers who are mindful of their opportunities will join the Pope Procession now. The enormous demand for our name-plate bicycles during the past year and the heavy orders that are now being filled at the great Westfield factory, show which way the wind is blowing. This season's trade will bring handsome returns to Pope dealers.

If you would be a successful bicycle dealer this year and build up a successful business for future years it is essential that you handle a high grade line of wheels.

## The Bicycling Public Are Tiring

of the cheap and inferior grade of machines and beginning to realize that they have not been receiving full value for their money, when standard name-plate bicycles could have been obtained at the same price. Pope Reputation and Quality count for as much in a bicycle to-day as they ever did. Sell your customers what they want, a **high-grade Pope Name-Plate Bicycle**. It will enlarge the scope, character and stability of your trade, and add to your business prestige. Dealers who sell Pope Bicycles occupy an established position in the trade. Their business pays well; their future is assured.

The season of 1910 was a revelation to Pope dealers, but it is not a circumstance to what 1911 will be. Be wise, therefore, and let Pope Bicycles Boom your 1911 business for you.

**The Pope Manufacturing Company**  
Hartford, Connecticut



Naturally Every Jobber and Dealer Builds His  
Stock Around Goods of STANDARD Quality

# STANDARD PRODUCTS

INCLUDE THE FAMOUS



BICYCLE **Pedals** MOTORCYCLE

**Spark Plugs      Toe Clips**

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**KNOWN EVERYWHERE—SOLD EVERYWHERE**

---

The Quality Standard of All  
Good Bicycles and Motorcycles

**THE STANDARD COMPANY, Torrington, Conn.**



# Continental-Erie TIRES

## AT THE CHICAGO SHOW



"Safety Tread"

You should see these motorcycle tires for yourself, and you CAN see them if you will come to our space in the Coliseum, No. 115. Both weeks.



"Anti-Slip Tread"

Not only motorcycle tires and tubes, but also bicycle tires and tubes, together with tube patches and Continental-Erie auto tubes and sundries are in this excellent tire exhibit of ours. Come in and see us, by all means.

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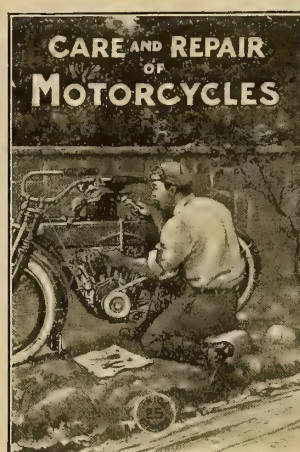
WE GIVE THE JOBBERS ABSOLUTE PROTECTION

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### CONTINENTAL RUBBER WORKS, Erie, Pa.

NEW YORK BRANCH — 43 Murray Street





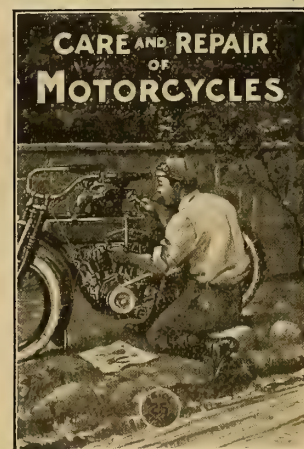
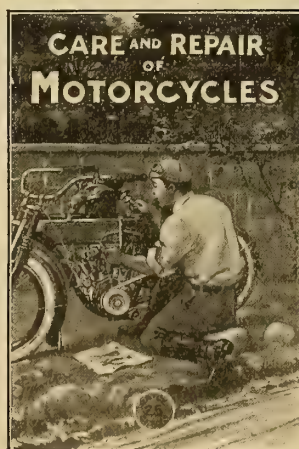
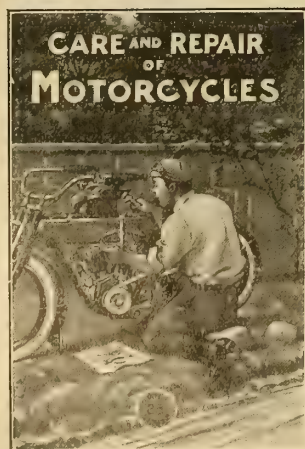
## "Care and Repair of Motorcycles"

now is ready in its new cover and enlarged form. It is brimful of helpful, practical advice on how to remedy every kind of trouble and keep the machine at its best. It includes points concerning two-speed gears, free engine clutches, mechanical oilers, magnetos and the like. It is an illustrated, linen covered book that every motorcyclist and repairman should have within reach, and it costs only 25 cents.

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FOR SALE BY DEALERS. ELECTROS READY FOR JOBBERS.

**THE BICYCLING WORLD CO., 914 Tribune Building, New York**





# These Letters and Records

should be a big help to you  
in deciding on your  
coming season's  
tire equipment

## MORGAN & WRIGHT MOTORCYCLE TIRES

DURING THE YEAR  
1910

Captured every existing  
professional record in the country  
besides the more important amateur  
records.

DeRosier (Indian) used them  
when breaking all the records  
from 1 to 100 miles.

Whittler (Merkel) used them in  
capturing the present records from  
17 to 35 miles.

All of the track championships at the  
Philadelphia F.A.M. Meet were won on them.

Graves (Merkel) rode them when making the  
present amateur records from 1 to 20 miles.

In the 1910 F. A. M. Endurance Run, all three  
machines of the winning Thor team, also the  
three machines of the Excelsior team which took  
second place, were equipped with Morgan & Wright  
Nobby Tread Tires.

And last but not least, Turner (Merkel) on Morgan  
& Wright Tires won the private owners cup in  
the Chicago Endurance Run and Morgan &  
Wright Nobby Tread Tires took five out of  
six perfect scores in the Cleveland Motor-  
cycle Club's New Year Endurance Run.

Could you ask for more conclusive  
proof that—

**MORGAN & WRIGHT TIRES  
ARE GOOD TIRES**

also that they should be  
equipped on your machine  
for the coming year.

*Facts not promises count.*

**Morgan & Wright, Detroit**

**EXCELSIOR  
LAUTO-CYCLE**  
STANLEY F. KELLOGG, NEW YORK

Morgan & Wright,  
Detroit.  
Gentlemen:—  
I will not hesitate to say  
that the record of continual riding  
on your tires through the 24-hour  
motorcycle race at Guttenburg, N. J.,  
cannot be placed short of wonder-  
ful. Mr. Shelton Sturges and myself  
rode through the entire race (hour)  
(averaging 42 2/5 miles per hour)  
without a puncture or blowout, and  
at the finish the tires had the same  
air in them that had been pumped in  
at Chicago a week previous to the  
race. Respectfully yours  
STANLEY KELLOGG.

**LIGHT MOTOR CO  
MOTORCYCLES OF QUALITY**  
POTTSFORD, PA.

Morgan & Wright,  
Detroit.  
Gentlemen:—  
I used Morgan & Wright Nobby  
Tread tires in the New Jersey Run  
with the very best of success, in  
fact I have not touched them since  
they have been on the machine.  
I will say this, that for rid-  
ing in the rain and mud I never rode  
tires equal to them.  
Yours truly,  
MERKEL-LIGHT MOTOR CO.  
Edw. Buffum,  
Sales Manager.

*Wm. Streiff*  
New York, Sept 12, 1910

Morgan & Wright,  
Detroit.  
Gentlemen:—  
Have just completed a trip  
from San Francisco to New York on  
Morgan & Wright Tires.  
My front tire, which I am  
still using and is good for many  
hundred miles more, stood up thru  
the entire trip of 3843 miles and  
out even a single puncture.  
A better proof could not be  
Durability of tires could not be  
wished for. Me for Morgan & Wright  
every time.  
Yours truly,  
WM. STREIFF.

**JAKE DE ROSIER**  
SALT LAKE CITY, UTAH

Morgan & Wright,  
Detroit.  
Gentlemen:—  
I am sending you this cer-  
tificate to-day of the different  
racing men under my direction who  
are using your tires. We have  
found your tires to be the best  
racing tires on the market.  
This is to certify that we  
have proven your tires to be the  
best on the market.  
Yours truly,  
J. DE ROSIER.  
W. E. Samuelson,  
T. M. Samuelson,  
Lou Darlin,  
Steve Stenhouse,  
Raymond Seymour,  
Geo. S. Clayton,  
Herbert Kittie.

*J. A. Turner*  
CHICAGO, ILL.

Morgan & Wright,  
Detroit.  
Gentlemen:—  
I have never had a pair of  
tires so surprisingly good as your  
Nobby Treads. Without them I could  
not have won the recent cup run for  
private owners.  
Yours truly,  
J. A. TURNER  
P.S. For riding in mud or sand  
I have never had anything half so  
good.

*Volney E. Davis*  
San Francisco, Cal.

Morgan & Wright,  
Detroit.  
Gentlemen:—  
It has been my good fortune to  
complete the first round trip from  
San Francisco to New York and re-  
turn.  
Morgan & Wright Tires carried  
me there and back, a distance of  
10,400 miles. One set carried me  
from California to New York, and  
another one from there back, and  
I am still using one of these  
tires.  
I am fully convinced you have  
the best tires in the world.  
Yours sincerely,  
VOLNEY E. DAVIS.



# HANDLE BARS

---

¶ The Chicago Handle Bar Company manufactures every known style of handle bars.

¶ Prices consistent with actual cost.

¶ Sales confined to jobbers and manufacturers only.

---

CHICAGO HANDLE BAR CO.  
SHELBY, OHIO



# You Are Invited to Inspect



## The Finest Motorcycle in the World

IV H-P MAGNETO IGNITION  
QUALITY

FOOT AND  
COASTER  
BRAKE  
SAFETY

GRIP  
CONTROL  
SIMPLICITY

**BUILT  
AND TESTED  
IN THE MOUNTAINS**

**THE PERFECT TOURING MACHINE**

FOR AGENCY WRITE TODAY TO  
**READING STANDARD  
COMPANY**

310 WATER STREET  
READING, PA.  
U. S. A.

BELT DRIVE FOOT CONTROL  
PROGRESS

SILENT  
MUFFLER  
EFFICIENCY

SHOCK ABSORB-  
ING AND SPRING  
SEAT POST COMFORT

At the  
Chicago  
Show

February  
6th-11th  
1911



Meet me at  
**1517 Michigan Ave.**

and examine in detail the

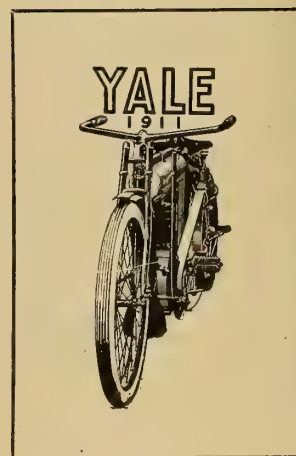
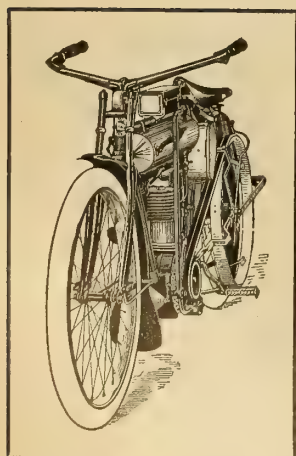
Ride  
A  
Yale

# 1911 YALE MOTORCYCLES

They  
Never  
Fail

Representing the highest stage of mechanical perfection ever attained in motorcycle manufacturing from both rider's and dealer's viewpoint.

The Yale Show opens January 30th and continues for two weeks at 1517 Michigan Ave., Chicago, Ill.



**A. B. COFFMAN**, Sales Manager

**THE CONSOLIDATED MFG. CO., 1709 Fernwood Ave., Toledo, O.**

CLAUSEN BROS., 1517 Michigan Ave., Chicago, Ill.





# This Should Convince You

of the general approval of

# G & J TIRES

We have just made up our records for 1910 which show the following increases in the sales of our

## MOTORCYCLE TIRES

**Increase 1910 over 1909 = 92½ Per Cent.**

**Increase 1910 over 1908 = 149 Per Cent.**

These figures are actual.

**Every manufacturer who purchased tires from us in 1910 has renewed his contract for 1911.**

**Dealers and users alike are enthusiastic and want nothing better.**

**We thank you gentlemen—we thank you!**

**G & J TIRE Co.**  
Indianapolis, Ind.



# EXCELSIOR LAUTO-CYCLE

The machine with exclusive features of marked superiority.

The only machine with drop forged frame fittings throughout.

The only machine regularly equipped with copper gasoline and oil tanks.

The machine with elastic ball bearing idler that conserves the power and saves the belt.

The only machine with eccentric independent chain and belt adjustment.

The machine that has served as a model for the number of "near Excelsiors" now on the market and whose superiority has been acknowledged by such copies.

## TWO SINGLE CYLINDER MODELS FOR 1911:

Model K, 28 inch wheels, battery ignition . . . \$225

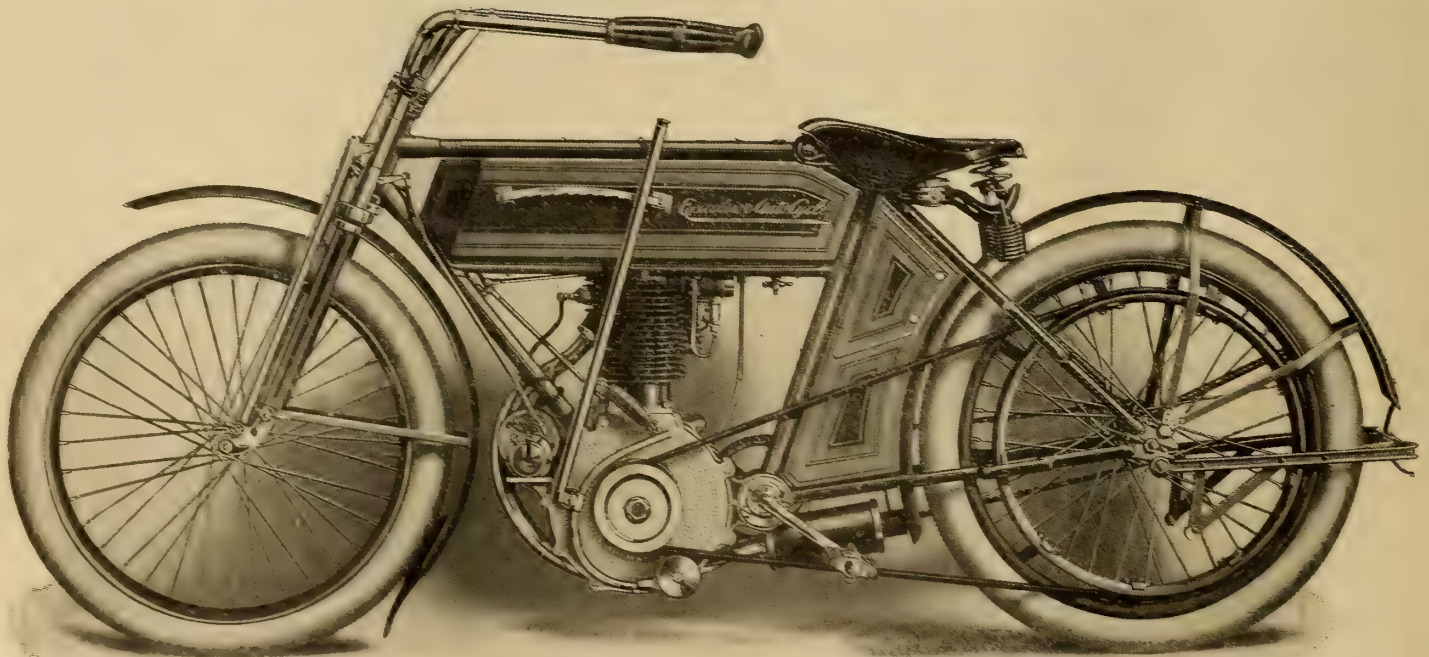
Model KM, same with magneto ignition . . . \$250

Model L, 26 inch wheels, battery ignition . . . \$225

Model LM, same with magneto ignition . . . \$250

The machine that has established a world wide reputation as

## THE ONE THAT ALWAYS MAKES GOOD



## EXCELSIOR SUPPLY COMPANY

Randolph St. Bridge

CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



# EXCELSIOR LAUTO-CYCLE

The most powerful and speedy 50 inch Twin ever built.

Comprising all the leading features that have established the reputation of the single cylinder models, perfected and developed to meet the requirements of double cylinder construction.

Perfectly balanced, easily controlled, with a range of speed from 6 to 60 miles per hour on the ordinary road.

The same smooth starting free motor effect that has been a leading feature of the Excelsior Single.

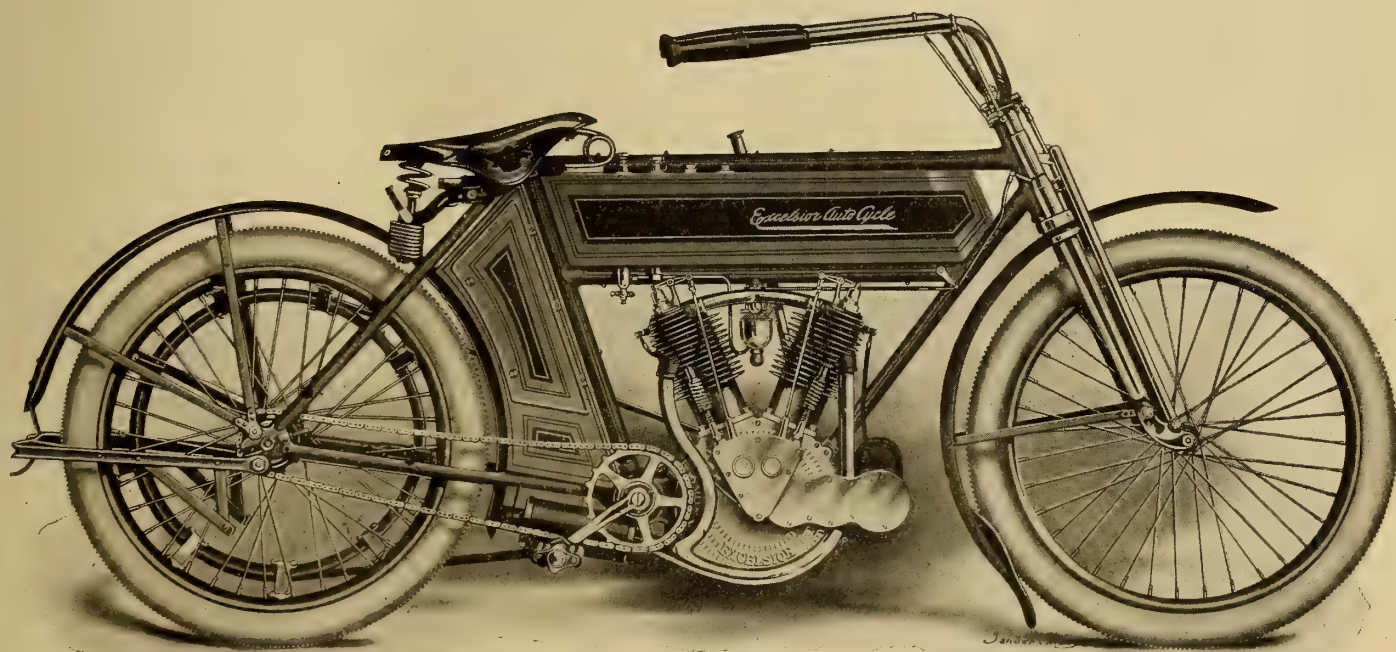
The lowest, safest and most comfortable saddle position of any twin road machine.

In short, more features of real, practical excellence that can be proven by actual demonstration than in any other motorcycle ever built.

One model only, 28 inch wheels, magneto ignition, price \$310.

Our catalog 11 gives full details of all models.

Write for it today or see us at space 02, Motorcycle Section, Coliseum Annex, Chicago.



EXCELSIOR SUPPLY COMPANY  
Randolph St. Bridge CHICAGO, ILL.

San Francisco Branch—361-363 Golden Gate Ave.

Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.

## Our 1911 Special Bargain Bulletin

listing exceptional values in bicycle line, also some elegant motorcycle casings and tubes at very small prices, is fresh from the press.

BETTER FILL OUT BLANK  
AND MAIL TO US AT ONCE



JOS. STRAUSS & SON,  
215-217 Genesee St., Buffalo, N. Y.

Gentlemen—Please forward copy  
of 1911 Special Bargain Bulletin to  
(Dealer's name and address)

.....  
.....  
.....



# More Victories for PIERCE Bicycles!

New York 1910 6-day race won by Root and Moran, on the Pierce.

Recent Boston 6-day race also won on Pierce Racers.

**Frank L. Kramer, National Champion, has won ten consecutive championships, always mounted on the Pierce.**

**Best on Road or Track  
Go Faster—Last Longer**

BICYCLE CATALOG "B" ON REQUEST

**THE PIERCE CYCLE COMPANY, Buffalo, New York**

Pacific Coast Branch, Oakland, Cal.

## PIERCE Vibrationless Motorcycles

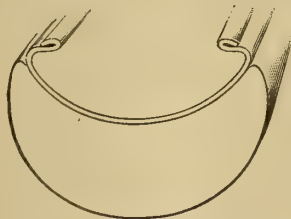
**Single and  
Four Cylinder  
Models**

Surpass all competition in  
Power, Smooth, Quiet  
Running, Hill Climbing,  
Simplicity and Durability.

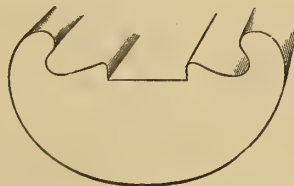
Our complete motorcycle catalog  
"A" should be read by every  
motorcyclist.

## THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

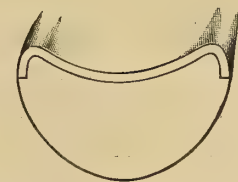
MANUFACTURERS OF THE  
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for  
single and double clincher  
tires, manufactured in all  
sizes.



Wood G & J. The original  
manufacturers of the G & J  
Wood Rims for double  
clincher tires.



Crescent, Aluminum and  
Steel Lined Wood Rims,  
manufactured for high grade  
bicycles and trotting sulkeys  
and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.



## "Everything for the Motorcyclist"

# F. A. Baker & Co.

10 Warren Street, New York

For those who require motorcycle accessories or sundries, either for their machines or for their customers, we offer a stock and a variety that contains the results of our long experience in the motorcycle business and particularly in specialization as regards motorcycle accessories. Every owner and dealer, by remembering our name and address, has the means of getting just what he wants when he wants it. For instance:

Ammeters, balls, batteries, belts, bolts, carbureters, cement, chains, clothing, coaster brakes, coils, cyclometers, gauntlets, grips, goggles, horns, idlers, insulating tape, insulated wire, lamps, leggings, luggage carriers, magnetos, nuts, oils, oilers, pedals, pliers, pumps, saddles, screw drivers, spark plugs, speedometers, spokes, spring forks, stands, tires, tire patches, tire repair outfits, tools, tubes, wrenches and a host of minor novelties of a kind that we know to be useful and serviceable.

## Special Offers

Merkel-Light motorcycles, Model A, with Thor motor, for \$150 each, a special prize which will be withdrawn before the riding season comes much closer.

G & J, Goodrich, Morgan & Wright motorcycle cases at 60 per cent. discount. Tubes at 33 1-3 per cent. discount. Dealers and jobbers can take advantage of these reductions, too, by writing us.

SEND FOR OUR 1911 CATALOG OF  
MOTORCYCLE ACCESSORIES

**F. A. BAKER & CO., 10 Warren St., New York**

New York Distributing Agents for INDIAN Motorcycles. Largest stock of INDIAN parts outside the INDIAN factory. New York Agents for PIERCE Motorcycles.

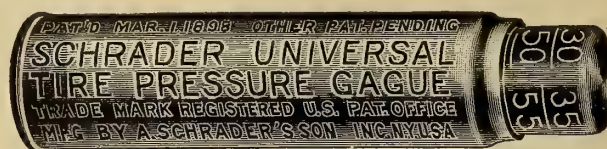
**Motorcyclists and bicyclists  
should consider the im-  
portance of having their  
tires inflated to the right  
pressure.**

**IT IS TIRE ECONOMY  
AND IT SAVES MONEY**

To know what pressure  
you have in your tires, use

## A Schrader Universal Tire Pressure Gauge

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

**Price \$1.00 Each**

**Ready for Delivery Now**

**Guaranteed Simple and  
Absolutely Accurate**

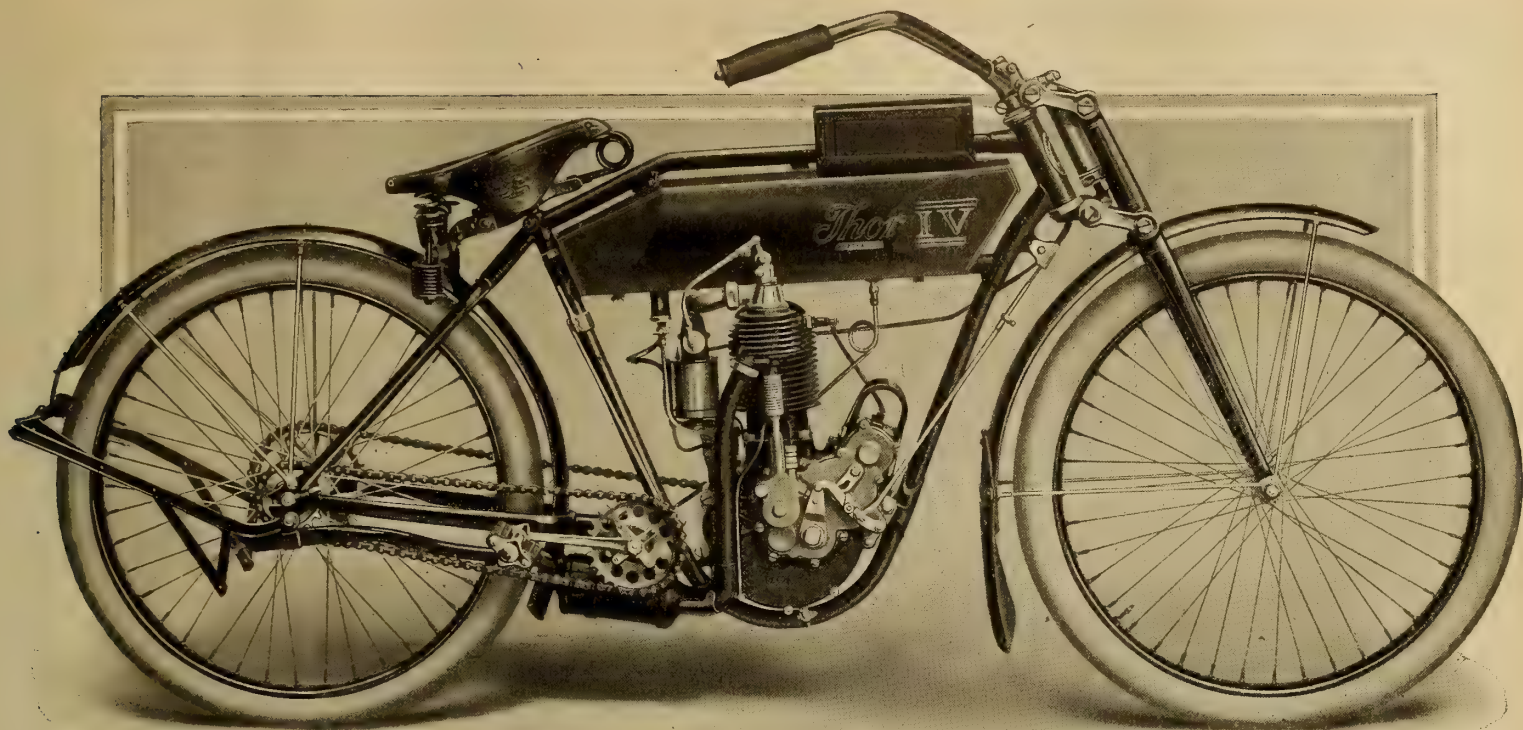
**Indispensable in Tire Repair Shops**

Can be obtained from all tire manufacturers, jobbers  
and dealers, or

**A. SCHRADER'S SON, Inc.**  
**28-32 Rose Street New York City**

Manufacturers of the famous Schrader Universal  
Valves for Automobile, Motorcycle and Bicycle  
Tires.





HERE IS YOUR NEXT MOUNT—*Thor* IV MAGNETO MODEL

AURORA AUTOMATIC MACHINERY COMPANY, Thor Building, Chicago, Ill.

## THE HUB CYCLE CO.

40 Portland Street

Boston, Mass.

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We are New England Distributors for YALE, SNELL, LINCOLN and AMERICAN FLYER bicycles. Also, distributors for Victor and Federal bicycle tires. Cycle and motorcycle accessories and sundries.

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What we claim is this: That we give a dealer the highest kind of good service in prompt shipment, perfect goods, advantageous prices, ample stock at all times and courteous, helpful treatment in business.



# Vibration Vanquished

Concisely stated that is the ultimate result of the fitting of the saddle which we illustrate below.

Now, to overcome vibration is, at once, the Motorcyclists' greatest need and first desire—

Hence, to assist him, means that two things will be assured—his satisfaction and your success.

Therefore, see that every Motor Bicycle you sell is fitted with

## The BROOKS—the original and only genuine compound spring saddle.

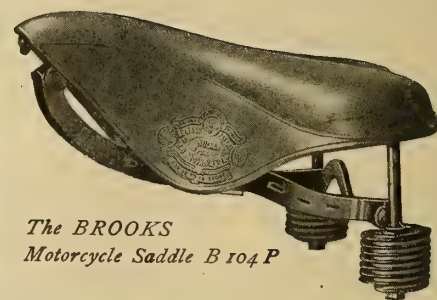
Bear in mind, none other can yield the same advantages, for there is none other which can embody the BROOKS Compound Spring as we make it—

And the secret is the spring!

Sole Agents for Motor Saddles—THE HENDEE MANUFACTURING CO., Springfield, Mass.

Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

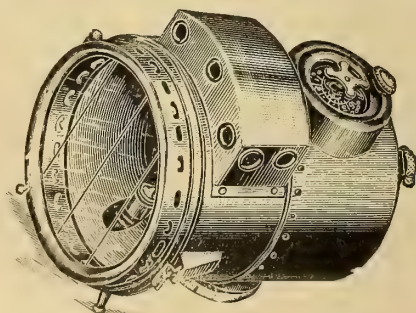
**J. B. BROOKS & CO., Ltd., 73 Criterion Works, Birmingham, Eng.**



*The BROOKS  
Motorcycle Saddle B 104 P*



# "NUMBER NINETY" Motorcycle Lamp



Depth, 5 in.; Diameter of Door, 4 in.  
Extreme Height, 5 in.; Weight, 24 Ounces.

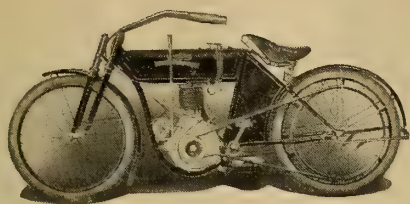
with genuine lens mirror, and a self-contained generator of the most perfect type, at the remarkable price of \$6. All motorcycle dealers will be able to obtain this splendid lamp from their jobbers. It will be the biggest lamp seller of the year.

## MOTOR CAR EQUIPMENT COMPANY

55 Warren Street

New York City





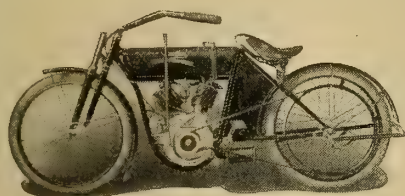
## EMBLEM MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

## The Thumb Prints of Identification

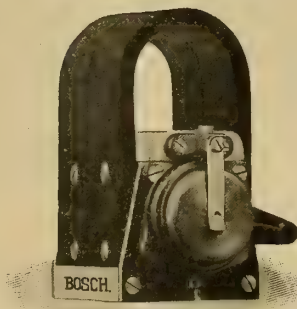
of the superior motorcycle all point to the Emblem. That is why it is an "Emblem"—because it is emblematic of all that is best in design, quality and workmanship. That is why it is the best machine for manufacturer, dealer, and rider. It is a leader in its line. The design is along the most approved modern lines. The quality is of the most generous and aids the design in maintaining lightness of weight combined with great strength. The superior workmanship is maintained throughout the machine in its smallest and most hidden detail. For the novice or expert, for the tourist or racer.




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BETTER GET IN LINE AT ONCE FOR AGENCIES



35 of the 55 Magneto  
Equipped Motorcycles at  
Madison Square Used

## Bosch Magnetos

# 63%

"SPECIFY BOSCH IGNITION"

# N · S · U

## New York Show's FINEST

**SOME NEW**

**1911**

**FEATURES**

Spring Frame  
Spring Fork  
Handle Bar Control  
Two Speeds  
Free Engine, etc., etc.

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WRITE TODAY for our latest news,  
it tells about the "World's Best."

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**N. S. U. MOTOR COMPANY**  
206 West 78th Street New York City



# The Detroit

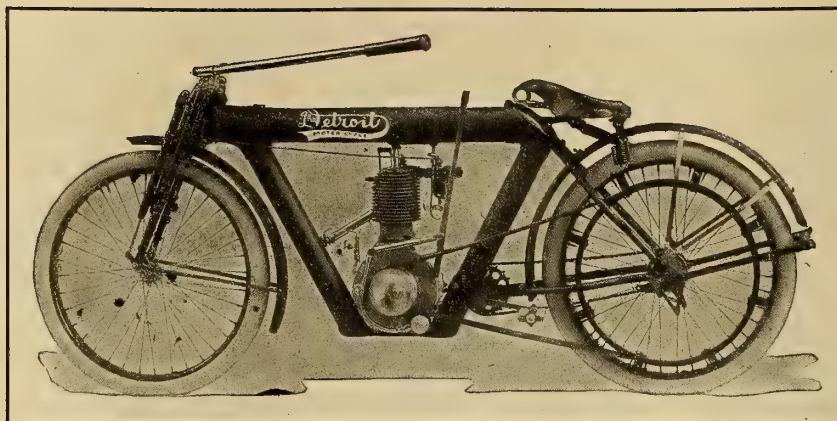
MOTOR CYCLE

STRENGTH

SIMPLICITY

STABILITY

SYMMETRY



SELF - CONTAINED EQUIPMENT

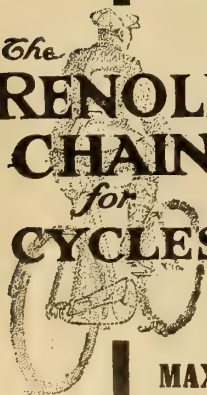
*See Chicago Exhibit. Send for Catalogue S.*

**DETROIT MOTORCYCLE COMPANY, Detroit, Mich.**

# RENOLD CHAINS

**and high grade wheels are inseparables**

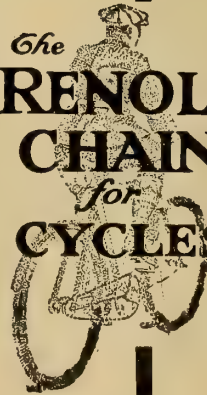
*The*  
**RENOLD**  
**CHAIN**  
*for*  
**CYCLES**



The highest standard is only reached in a cycle when every part or fitment is of the finest quality obtainable. That is why the Renold Chain cannot be overlooked by either the cyclist who seeks the best wheel, or the manufacturer who desires to supply him with it.

The chain is such a vital part of a cycle. It transmits the motive power and on its quality depends the manner in which the riders efforts are answered. Strength, quality of running, and length of useful life are the deciding factors in the choice of a chain. The best attainable expression of them is offered in the Renold Chain which embodies the

*The*  
**RENOLD**  
**CHAIN**  
*for*  
**CYCLES**



**MAXIMUM STRENGTH, THE SWEETEST RUNNING AND THE LONGEST WEAR**

Over 30 British Firms including the makers of the Centaur, Enfield, Humber, James, Raleigh, Rover, Singer, Sunbeam and Triumph have adopted

**RENOLD as a Standard**

Send for Samples, Trade Prices, Etc., to Sole Agents for U. S. A.:

**BROWN BROS , Ltd., 22-34 Gt. Eastern St., London, E. C., England**



# FISK

## FISK

**BICYCLE**

## TIRES

## FISK

**BICYCLE**

## TIRES

**The Best  
Bicycle Road Tire  
in the World!**

Be sure and ask for

## FISK 66

One of the famous  
FISK *Quality*  
products.

*Write for literature to Dept. E.*

**THE FISK RUBBER CO.**

Chicopee Falls, Mass.

*Branches in 23 Cities.*

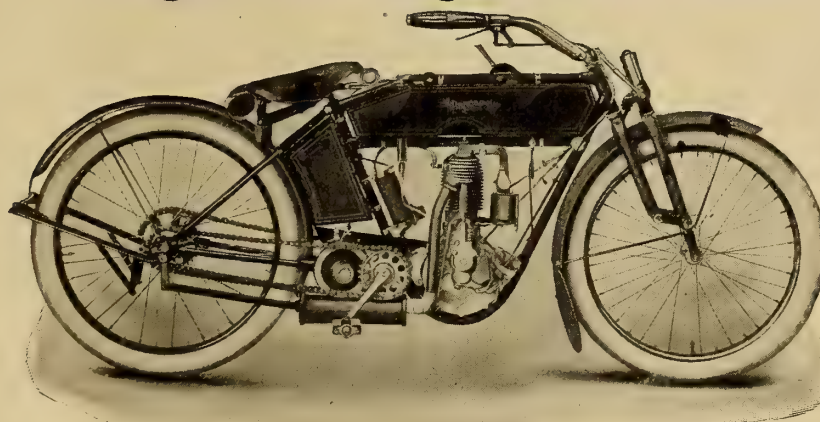
**Every Repair Man**

should have our Repair  
Shop Book giving prices  
and instructions in con-  
nection with our Vulcan-  
izing Outfits and Repair  
Stocks.

# The 1911 Minneapolis Is IT

**Free Engine Clutch Regular on All Models**

**Thor  
Big 4  
Motor  
==  
Three  
Models**



**Unequalled  
Cushion  
Fork  
==  
Fore-Car  
Delivery Vans**

Everybody now realizes the importance of a free engine clutch. The MINNEAPOLIS set the pace. Tried and tested by a thousand careless riders during 1910 this clutch has PROVEN itself substantial and reliable. The 1911 clutch is better than ever.

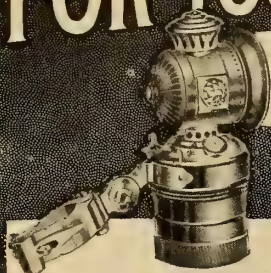
AGENTS — Do Not Overlook This Proposition

**MINNEAPOLIS MOTORCYCLE COMPANY, 517 So. 7th Street, Minneapolis, Minn.**



# FOR YOUR BICYCLE

## "SEARCH-LIGHT"



### Get the famous

## "SEARCH-LIGHT"

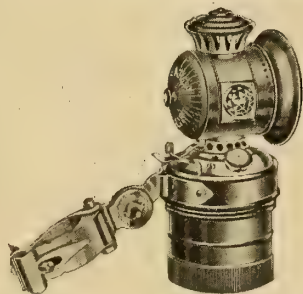
### Bicycle Lamp

Made by Bridgeport Brass Company

The improved "Search-Light" gas lantern is without doubt the most efficient and reliable bicycle head-light on the market. It is very simple, easy to operate, has no complicated parts—no wrench or tools of any description are necessary to operate this lantern.

The "Search-Light" has led the entire field since the inception of the bicycle. It is preferred by all cyclists and motorcyclists who want a brilliant, powerful lantern. It throws long rays that light up the whole road and not a part of it.

The "Search-Light" is absolutely gas tight. It will not jar out even over the roughest road. It is very handsome in design and is made of the finest quality of brass, highly polished and nickel plated. It is automatic in its action and gas is generated only as it is used. The Lens can be taken out and easily cleaned.



The "Search-Light" has a universal bracket, which can be attached to the head or fork of the bicycle and is quickly adjusted to any angle.

### Dealers Read This

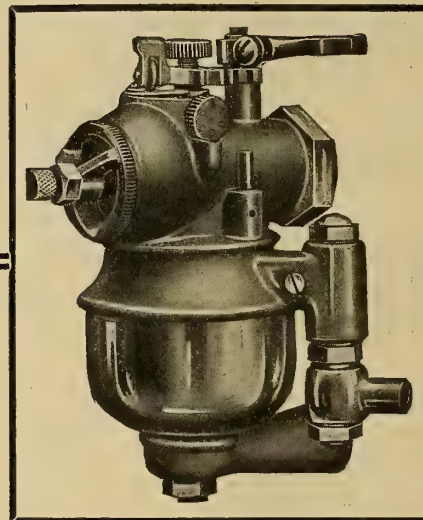
There is a large demand for "Search-Light" gas lanterns. Every dealer in the country has repeated calls for them. If you're not carrying the "Search-Light," write us at once. We've an interesting proposition to make to you.

**Bridgeport Brass Co.**  
116 Crescent Ave., Bridgeport, Conn.

Here is the carbureter  
that is "right"—

# HEITGER

Glass or Brass Bowl



Without choking or flooding at any point, the HEITGER gives a free-flow and perfect mixture to the engine at every speed from 3 to 75 miles per hour. It weighs only 20 ounces, being made of special aluminum alloy, nickel plated. So carefully and scientifically is every part made, that there is no leaking or binding float valves, air valves or other troubles common to other carbureters.. Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Every HEITGER guaranteed. Either type gives the maximum and the minimum of speed, on an economical fuel consumption. List price of the HEITGER carbureter without fittings is \$10.50. Ask for a catalog.

The HEITGER is being used as equipment on Merkel-Light, Emblem, R-S, New Era, Marvel, Armac, Wagner and a number of the newer machines.

We can make prompt deliveries.

**HEITGER CARBURETER CO.**  
218 W. South ST., INDIANAPOLIS, IND.





BETTER SERVICE for Motorcycle and Bicycle Dealers is Assisted by Our Having Taken This Large New Building as Our Jobbing Headquarters

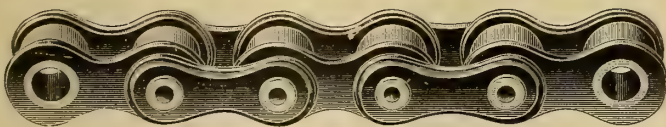
## VIM CYCLE AND HARDWARE COMPANY

137-139 Broadway, BUFFALO, N. Y.

Motorcycle and bicycle supplies, tires and accessories at the right prices are what we offer the dealer, not forgetting prompt shipments and courteous dealing. VIM bicycles and VIM tires are among our leaders, of the goods we ourselves make, and we also are distributors of NATIONAL bicycles. Let us show you what we can do for you to help the prosperity of your business. Send for our literature.

**GOODYEAR BICYCLE AND MOTORCYCLE TIRES FOR WESTERN NEW YORK**

# DUCKWORTH Motorcycle Chains



No. 70—Pitch,  $\frac{5}{8}$  inch; rivet, .200; width,  $\frac{1}{4}$  inch.

**Straw Tempered, Nickel Steel Rollers  
Blued Sides with Bevel Edges**

**FOR SALE BY ALL LEADING JOBBERS**

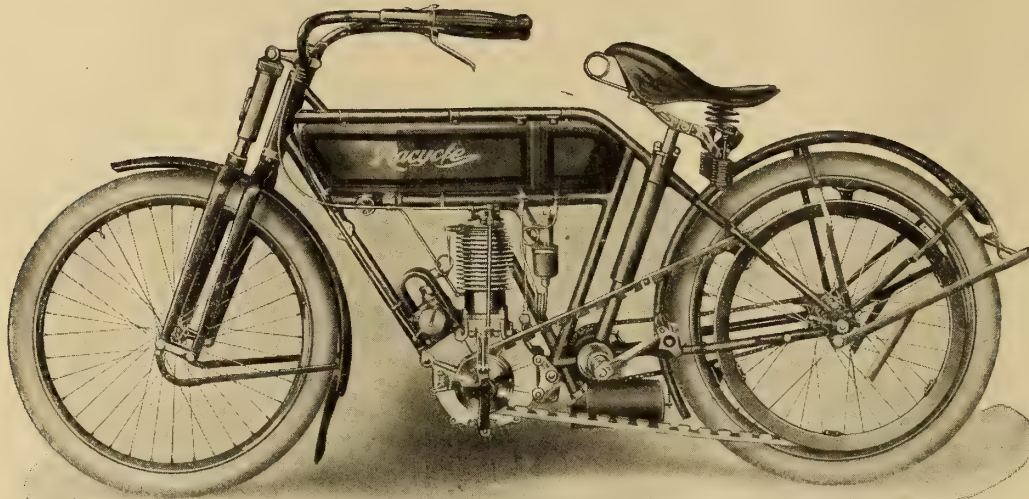
Duckworth Chains are the standard; you will find them on the best motorcycles. An experience dating back to 1871 is applied in treating the steels for the various elements that go to make up an efficient and durable motorcycle chain.

**WE MANUFACTURE A FULL LINE OF BICYCLE CHAINS**

**DUCKWORTH CHAIN AND MANUFACTURING CO.,** Established 1871 **Springfield, Mass.**



## Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

Free  
Engine  
Clutch  
or  
Idler

For  
**THE**  
*Racycle*

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

**Ball Bearing Motor    Battery or Magneto**  
**Musselman Motor Brake**

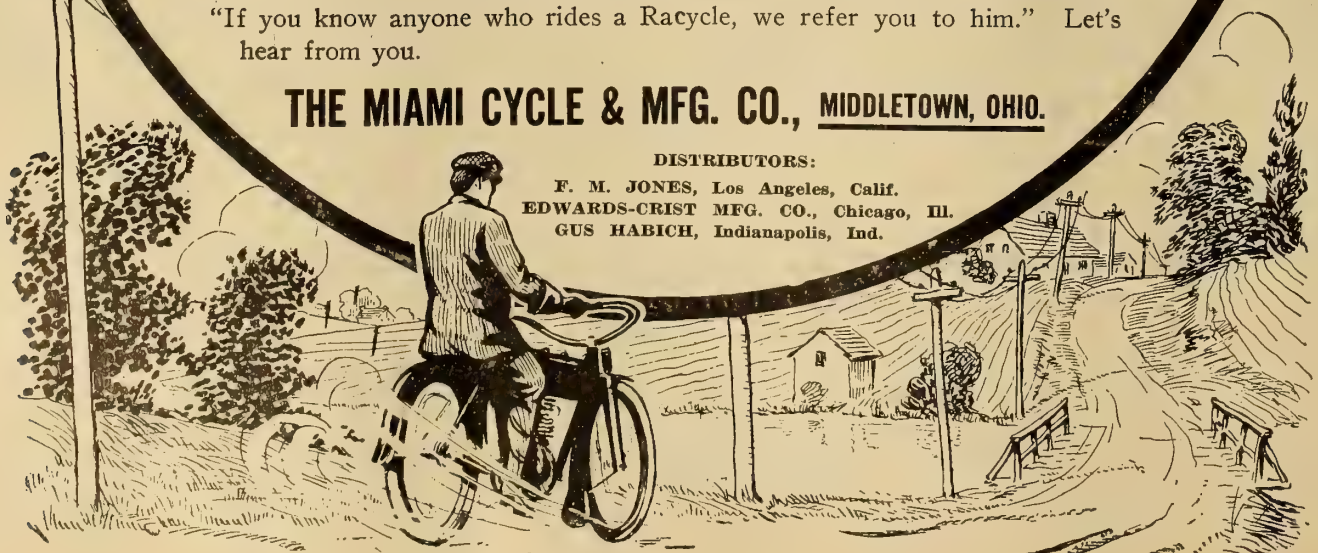
**Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

**DISTRIBUTORS:**

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, January 21, 1911.

No. 18

## MOTORCYCLE MAKERS IN SESSION

Take in Pope, Detroit and Wagner—Jacoby Elected Treasurer—Chicago Show Report Accepted and Approved.

The Motorcycle Manufacturers' Association held a meeting at the Hotel Breslin, New York City, on Wednesday, 17th inst., and admitted three more companies to its membership. The Pope Mfg. Co., of Hartford, Conn.; the Detroit Motorcycle Co., of Detroit, Mich., and the Wagner Motorcycle Co., of St. Paul, Minn., were added to the roll. K. R. Jacoby, of the Miami Cycle & Mfg. Co., was elected treasurer of the association, a position he has been filling by appointment as the successor of Percy Pierce, of the Pierce Cycle Co. W. H. Johnson, of the Pierce Cycle Co., was added to the auditing committee.

Considerable detail business was transacted at the session, and the report of George M. Hendee, of the show committee, as to the arrangements made on behalf of the association for the exhibition of motorcycles at the Chicago show was accepted and approved. The committee on classification of motorcycle horsepower ratings reported progress. The committee consists of Oscar Hedstrom, of the Hendee Mfg. Co.; J. F. Merkel, of the Merkel-Light Motor Co., and Axel Levedahl, of the Aurora Automatic Machinery Co. The next meeting of the association, which will be special, will be held at the New Southern Hotel, Chicago, on February 8, at 10:30 o'clock a. m.

Among those present at the New York meeting were: J. F. Cox and E. E. Hinman, of the Pope Mfg. Co.; George W. Favor, Reliance Motorcycle Co.; C. L. Waters,

Marvel Motorcycle Co.; E. S. Fretz, J. F. Merkel and E. E. Buffum, Merkel-Light Motor Co.; Arthur Davidson, Harley-Davidson Motor Co.; W. G. Schack, Emblem Mfg. Co.; George M. Hendee, Hendee Mfg. Co.; A. B. Coffman, Consolidated Mfg. Co.; K. R. Jacoby, Miami Cycle & Mfg. Co.; W. F. Remppis, Reading Standard Co.; George Sherman, Pontiac Motorcycle Co.; H. N. Kirk, Excelsior Supply Co.; George Wagner, Wagner Motorcycle Co., and W. H. Johnson, Pierce Cycle Co.

### Tracy to Sell Indians for Mueller.

E. H. Tracy has joined the sales force of the L. J. Mueller Co., of Cleveland, Ohio, which has the distribution of Indian motorcycles for the Forest City and its vicinity. Several years' experience in motorcycle matters has qualified Tracy for his new connection.

### Lister Takes Motorcycle Title.

The Lister Bicycle Co., of Cleveland, Ohio, has changed its name by reason of the growth to which its motorcycle business has attained. In the future it will be known as the Lister Motorcycle Co., but of course will continue to handle bicycles also.

### Gordon is a Bankrupt Personally.

Royal C. Gordon, a partner in the Kansas City Bicycle Supply Co., of Kansas City, Mo., has filed a voluntary petition in bankruptcy. His liabilities are given as \$2,073.95 and his assets at \$50, the amount of his wearing apparel.

### Diamond Opens in Oklahoma City.

The Diamond Rubber Co., of Akron, Ohio, has opened a branch distributing office and state agency in Oklahoma City, Okla., at 713 North Broadway. Charles E. Thayer, of Kansas City, Mo., will be the manager.

## R-S OUT OF RECEIVER'S HANDS

Fricker Temporizes Over Accepting the Presidency of the Company—Creditors on Executive Committee.

With the taking of the Reading Standard Co., of Reading, Pa., out of the receiver's hands this week, the company entered completely on the new period of its career made possible by the creditors. Having been relieved of receivership control, the company is now free to go ahead as rapidly as it sees fit. Official announcement of the result of the stockholders meeting indicates that Jacob B. Fricker, of Reading, Pa., was nominated for president of the company, but that on account of his many other interests he asked for a little time to consider the acceptance. C. E. Woods was elected vice-president; W. F. Remppis, secretary, and G. W. Swartz, treasurer, with Woods as general manager, and Remppis as manager of sales. The new board of directors consists of the following: Jacob B. Fricker, Reading, Pa.; Clarence A. Earl, New Britain, Conn.; Charles T. Treadway, Bristol, Conn.; G. Jahn, New York City; Richard Ward, Indianapolis, Ind.; W. S. Gorton, Cleveland, Ohio; Ralph D. Webster, Elmira, N. Y.; C. E. Woods and W. F. Remppis, both of Reading, Pa. The executive committee of the company consists of Messrs. Earl, Treadway and Jahn.

### Brenner to Quit in Quincy.

J. F. Brenner, of Quincy, Ill., is to retire from the bicycle business at 642 Maine street. He has bought a piano and instrument store, which will occupy his entire time in the future.



### Shows Hartford Tires and Accessories.

Large pages, excellent half-tone illustrations, red and yellow color work supplementing the black and white effects, and artistic typography throughout, combine to make the 1911 catalog of the Hartford Rubber Works Co., Hartford, Conn., an impressive piece of printed trade matter. A cyclist and a motorcyclist share the front page design, with other typical road users who utilize Hartford tires, and several of the 32 pages in the book are given over to describing Hartford bicycle tires, handle bar grips, motorcycle Rough Rider grips, gas bags, shoe liners, horn bulbs, pumps, patching rubber, repair plugs, and cots, raw stock, friction duck, tube lining, tire tape, cements and solutions, and vulcanizers operating with steam, gas or kerosene.

### Deals With Amac Carbureters.

Fully describing and illustrating the construction and action of Amac carbureters and other specialties for motorcycles, a substantial 1911 catalog has been issued by the Aston Motor Accessories Co., Ltd., Talford street, Aston, Birmingham, England. The Amac is one of the best known and most successful of the English motorcycle carbureters, and also is used to some extent on this side of the Atlantic. The catalog also deals with high-tension distributors, terminal clips, switches, belt punches, belt fasteners, fuel and compression cocks, tank filler caps and magneto control systems.

### Illustrates Motorcycle Treads.

Dealing exclusively with motorcycle tires and sundries, a well-prepared catalog has been issued by the B. F. Goodrich Co., of Akron, Ohio, the cover being in colors, and the illustrations on the inside pages being very clear half-tones. The catalog shows the Goodrich roadster, Bailey tread and white heavy tread motorcycle tires, the Goodrich motorcycle Tourist grip, butt end tubes, the Goodrich rubber V belt and a line of repairing sundries, while the last page is devoted to practical advice as to the maintaining and repairing of tires.

### Reliance Holds Annual Meeting.

The annual meeting of the Reliance Motorcycle Co., of Owego, N. Y., has resulted in the election of the following directors: Ward Decker, Owego, N. Y.; Henry W. Freeman, New York City; Arthur S. Bandler, New York City; Maurice E. Bandler, New York City, and David Bandler, New York City. The directors are to elect the following officers: Arthur S. Bandler, president; George W. Favor, vice-president and general manager; H. Tatem Patton, secretary, and Robert Bandler, treasurer.

### Rear Wheel Spring Frame Attachment.

Differing from a "spanker" or spring seat post suspension, a spring frame attachment for motorcycles has been brought out by the Chicago Motorcycle Works, of Chicago, Ill.,

the object of the attachment being to interpose spring action between the rear wheel and the frame. As shown by the accompanying illustration, the device consists of a pair of tubes containing helical compression springs and provided with rigid fastenings for the rear stays of the motorcycle and sliding forked lugs to receive the rear wheel. The attachment is claimed to be suitable for any motorcycle, the further claim being made that it in no way interferes with the proper belt or chain tension, the spring tubes being set at an angle that does not materially increase or diminish the distance of the rear wheel hub from the driving pulley or sprocket. Long compression



sion springs support the frame on the plungers in the spring tubes with rebound springs below the plungers. Compensating clamps are provided to take up possible wear, and the spring tension is adjustable to the rider's weight or for the comfort of a tandem rider. The fitting of the attachment brings about a lengthening of the wheelbase amounting to 1½ inches. The device does not interfere with the rear stand action or prohibit the use of a tandem attachment.

### Chicago Show Changed to Open Early.

Changes have been made as to the opening hour for the second week of the Chicago show, resulting in the motorcycle section and the commercial vehicle division being ready for business at 10 a. m. on Monday, February 6, instead of in the evening as originally planned. The exhibitors who are to move in for the second week will have the floor ready for them at 9 o'clock on Sunday morning. It is expected that by having the show open on Monday morning many visitors at the first week's show will stay over for Monday, leaving for home on Monday night instead of Saturday or Sunday.

### When Dealers' Observation Pays.

Machines that are brought to the dealer for adjustment, repair or storage, often bear evidences of the owner's handiwork and genius in the shape of little kinks that increase the efficiency or comfort of the machine. By cultivating the habit of close observation of all machines that come to their notice, dealers often see some little device which gives them an idea for a novelty that will have a good sale and bring excellent profits to the wide-awake one who is bright enough to take advantage of the opportunity. It is well for dealers to form the habit of looking for home-made kinks when a machine is brought in. Of course, some discernment should be used to determine whether the kink is merely the result of the misdirected energy known as "tinkeritis" or whether the device really has some merit.

### Proper Filling of Grease Cups.

While grease cups on motorcycles are not plentiful, there are one or two to be found on some machines, and simple as it is, not everyone knows how to fill them properly. It is not enough to fill the cup once and then simply screw the cap part way on and let it go at that. After filling the cup the cap should be screwed down until grease is seen oozing out from the bearing which is fed, and when this occurs the cap should be removed and more grease injected if necessary. The reason for this is that sometimes the grease has to travel through quite a long passage before reaching the bearing, and while the passage may be loaded after one charge of the cup is pushed out, there is nothing to get the grease to the bearing unless there is more grease in the cup to create pressure.

### Cleaning the Muffler with a Hammer.

Although it is necessary to remove the muffler from the machine and take it apart in order to clean it thoroughly, it is possible to effect a very satisfactory temporary clearing of the choked passages by tapping the outer shell lightly all around with a hammer. This will cause much of the carbon and soot that has accumulated on the inner shells to loosen and fall off, and it will be blown out by the exhaust when the engine is started. The opening of the cut-out, if one is fitted, while the scavenging is in process will hasten the exit of any large particles of carbon.

### Italy's Army Orders 6,000 Machines.

No less than 6,000 bicycles and motorcycles have been ordered for Italy's army, to be delivered during the next few months. The Italian military authorities have long looked favorably on the bicycle for military purposes, and a cycling corps has been a part of the national defense for some years. This corps is now to be greatly enlarged, the privates using bicycles and the officers using motorcycles.



## WINTER'S EFFECTS ON THE TRADE

Different Conditions that Obtain as the Result of the Country's Immense Size  
—A Graphic Contrast.

That these United States of America constitute an immense motorcycling area is sometimes most forcibly impressed on the ordinary citizen by the contrasts in weather and appearance that exist between parts of the country in the winter months. While in one section the dealers are discussing the question as to whether people should be encouraged to buy and ride machines in the winter time, in another section there is no question about the matter at all, not because the dealers are any more rapid thinkers or because they have minds that are easily made up, but because geographical location has solved the problem for them.

Graphic evidence of what a difference in trade conditions and business opportunity during certain months may be made by geographical difference is provided in the accompanying illustrations, one from Minnesota and the other from California, but both of them taken in January. The first picture shows Guy Webb and William Soderling, of Minneapolis, who started at midnight on New Year's eve and rode the first motorcycle century of the new year. There was a hard snowstorm at the time and Soderling froze his nose and his ear tips on the journey. The men use Harley-Davidson machines.

In striking contrast to the rigors of Minnesota winter riding, the second illustration shows a group of members of the San Diego (Cal.) Motorcycle Club ready to start on a January day run. The background of the picture is the \$2,000,000 U. S. Grant hotel, in front of which is a \$10,000 fountain. The riders in the picture include W. O. Borden, C. E. Smith, S. L. Lyon, F. E. Copley, H. L. Northern, J. W. McAndrew and C. A. Sheppard.

### Where Britain's 87,000 Are Owned.

Motorcycle owners in Ireland at present number a little over 4,000, while in Scotland they reach a total of almost 7,000, according to figures recently compiled by a trade paper. In London there are about 13,000 motorcycles owned in the city, and about 63,000 outside of London in England and Wales, making a total of over 87,000 motorcycles in the United Kingdom.

### Objection to Hub Polishing Straps.

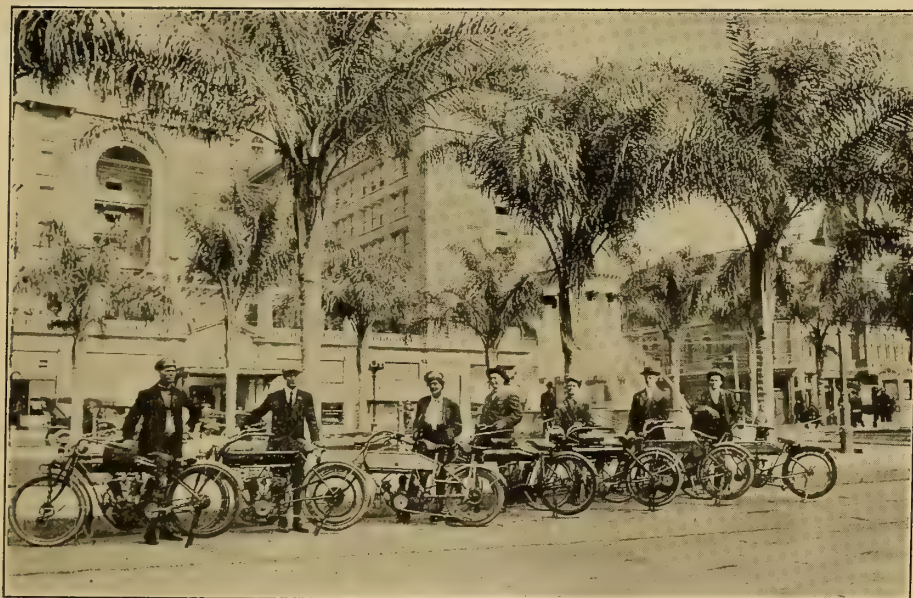
Most riders who put loose straps around their hubs to keep them bright apparently forget that this automatic polisher has the disadvantage of taking the nickel off in a short time through the constant friction and abrasive action of the grit and dust. If

it is too much work to polish the hubs by hand regularly, the best thing to do is to give them a coat of 3-in-1 oil. This will prevent them from rusting, and any dirt

which may collect can be removed in a jiffy with a cloth, leaving the hub as bright as when it left the factory. After cleaning, another coat of oil should be applied.



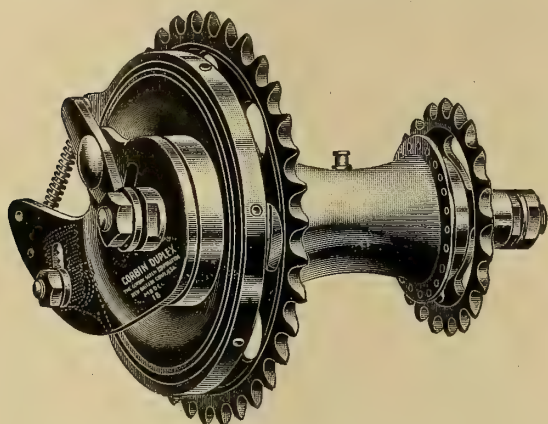
JANUARY IN MINNEAPOLIS



JANUARY IN SAN DIEGO



**T**RIANGULAR friction band, fitting a large V-shaped drum; new releasing mechanism outside the brake, and an avoidance of all lever interference with chains—these are some of the features of the new



## 1911 Corbin Duplex Band Brake

**I**n the latest Corbin brake for motorcycles the band, instead of being flat, as heretofore, is triangular, two of its sides being applied to the inner faces of a V groove or channel of the drum, which latter is of larger diameter than in previous models. Altogether there is 50 per cent. more braking surface than in previous models.

### MODEL No. 18, CHAIN DRIVE.

Length over all outside of cones.....  $6\frac{5}{8}$  inches  
Chain line (both sides)..... 1 15-16 inches  
Spoke holes ..... 36 and 40

### MODEL 18-A, BELT DRIVE.

Length over all outside of cones.....  $6\frac{5}{8}$  inches  
Chain line ..... 1 15-16 to 2 7-16  
Spoke holes ..... 36 and 40

### MODEL No. 19, CHAIN DRIVE.

Length over all outside of cones.....  $7\frac{3}{4}$  inches  
Chain line (both sides).....  $2\frac{3}{4}$  inches  
Spoke holes ..... 36 and 40

### MODEL No. 19-A, BELT DRIVE.

Length over all outside of cones.....  $7\frac{3}{4}$  inches  
Chain line ..... 1 15-16 to 2 7-16  
Spoke holes ..... 36 and 40

**Corbin Screw Corporation** New Britain  
Connecticut

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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 Address us at P. O. Box 649.

NEW YORK, JANUARY 21, 1911.

## More Show Stir Over Motorcycles.

Aside from what few special articles appeared in the metropolitan newspapers on the Sunday preceding the show, the motorcycle exhibition in New York City had little paid or free advertising, its representation in the papers being decidedly inadequate. Other than the class of visitors already sophisticated in motorcycle affairs and coming events through trade relations and through reading the motorcycle publications, the majority of visitors to the motorcycle section of the Madison Square Garden show simply stumbled on the motorcycle section in the course of making the rounds of the exhibition, and they lingered in the motorcycle section because it was altogether the most interesting and attractive place in the whole building. There should have been yet another class, viz., those whose casual interest in motorcycles was engaged by reading in the newspapers of the excellences of the motorcycle exhibition.

Since one of the chief objects of the show, in addition to making personal contact with ripe prospectives who are more or less informed as to the various machines and their merits, is the arousing of something like general interest in the motor-

cycle, steps should be taken to assist this result by obtaining for the motorcycle its fair share of newspaper publicity during show week. It is neither too late nor too soon for the motorcycle manufacturers to co-operate in a combination effort along these lines at Chicago, without going in for any individual investments in newspaper advertising space, but by contributing to joint announcements of a size and character to be impressive. The show management should be prodded a bit, too, for the purpose of making it do some advertising of the motorcycle exhibits, instead of giving practically all of its advertising space to the car exhibits. The show press agent, likewise, should be instructed in his responsibility to the motorcycle exhibitors, so that he will not overlook them in preparing his daily "dope."

## Tours and a National Road Race.

Two matters of importance will soon press on the Federation of American Motorcyclists for decision, the first of these being the acceptance or rejection of the district tour proposal, and the second as to whether there should be a national motorcycle road race. Everyone agrees that the district tour ideas, as advanced by B. A. Swenson, of Providence, and others, is excellent, and there is ample support, although less unanimity, for the holding of a national road race instead of a national endurance contest.

Most serious of the difficulties in connection with the district tour scheme is the finding of men with the necessary combination of enthusiasm and executive ability to conduct such a tour satisfactorily. The master of such a tour would have to be angel of patience, a marvel of diplomacy and a genius at detail management in order to have the tour a complete success. Even if he were a man in the trade, he would receive only indirect benefit as the result of conducting the tour, and all his actions would be in the shadow of jealous suspicion from trade rivals. For an F. A. M. official not in the trade, the worries and responsibilities, the expenditures of time and energy that would be involved, and the mass of necessary preparatory work make the job of tour master anything but attractive, unless direct financial compensation sufficient to interest a capable man is offered.

Nevertheless, the district tour is certain to come in some form or other, whether it

be an official F. A. M. affair or not. If there be no official F. A. M. district tour, other tours on similar lines will be organized, either by motorcycle agents or by organizations having a great many motorcyclists in their membership.

It is one of the adverse criticisms against the annual endurance run that it actually takes the character of a road race, but lacks the racing glory than a bona-fide speed competition on the road would have. Although it is possible that there might be a national endurance contest in the future that would have fair weather throughout, it has been shown by experience that most of these contests have at least one serious stage of mud plugging, in which a good portion of the contestants cut a very sorry figure. By making the distance something nearer 100 miles, and calling the contest outright a road race, the contestants could get laurels for speed work that would not exceed in danger or daring the speeding that at times takes place in an endurance run.

For the public and the newspapers the road race is infinitely more interesting than the endurance contest, as it savors more of sport, and does not suggest suffering, labor, hardship and dull care. The designers and builders of motorcycles have no need of or wish for the endurance contest as a means of showing them weaknesses or defects in their machines. They have ample means of learning in other ways whether anything is wrong with their productions. The trade entries in the endurance contests are made with the hope of getting a record of triumph over rival makes of motorcycle. The triumph would be more striking and beneficial in a long stock machine road race, the whole thing would be over in a day, and the popular stimulation of interest in motorcycles would be accelerated more efficiently. The road race need not interfere with the giving of a program of short distance events on the track. In fact, the advantages over the endurance contest are many, and the practical difficulties few.

Whatever question there may be as to the wisdom of winter riding, there is no question as to the wisdom of placing winter orders for spring delivery. Motorcycle manufacture has not yet reached the stage where they can be produced on demand by waving a magic wand, and it will be the January buyer who will get April delivery.



# Coming Events

1911 JANUARY 1911							1911 FEBRUARY 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7				1	2	3	4
8	9	10	11	12	13	14	5	6	7	8	9	10	11
15	16	17	18	19	20	21	12	13	14	15	16	17	18
22	23	24	25	26	27	28	19	20	21	22	23	24	25
29	30	31	8 <sup>TH</sup>	16 <sup>TH</sup>	23 <sup>RD</sup>	30 <sup>TH</sup>	26	27	28	8 <sup>TH</sup>	16 <sup>TH</sup>	23 <sup>RD</sup>	29 <sup>TH</sup>
JANUARY—FIRST MONTH							FEBRUARY—SECOND MONTH						

January 28, New York City—C. R. C. A. annual dinner at the Broadway Central Hotel.

February 4, New York City—Bicycle race at Irish-American A. C. carnival in Madison Square Garden.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

February 8, Chicago, Ill.—Motorcycle Manufacturers' Association meeting at New Southern Hotel, 10:30 o'clock a. m.

February 9, Chicago, Ill.—Veteran bicyclists dinner at the Sherman Hotel.

February 11, St. Louis, Mo.—Annual masque ball of the St. Louis Cycling Club at Hart's Hall.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 21, New York City—Century Road Club Association, Eastern Division, annual ball in Westminster Hall, Lenox avenue and 114th street.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, Floral Park, L. I.—Eastern Division C. R. C. A. spring century road race.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 30, Asbury Park, N. J.—Mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

The motorcycles, of which there are a great many here, go all over our county and state with very little difficulty even on the natural dirt roads, but hard roads are being constructed so rapidly that it will be only a short time before they will form a continuous network of fine highways.

NED F. PLACE,

Tampa, Fla.

## Illinois-Iowa's Race Plans.

The recently organized Illinois-Iowa Motorcycle Association is formulating plans for big doings during the week of July 3 to 9. The entrants for the week's events, to the approximate number of 300, will meet in Rockford, on the 3d of the month and will participate in a street parade in the evening. On the 4th a race meet will be held in the city at which trophies donated by manufacturers will be contested for, while on the following morning an endurance run will start, with the finish at Elgin, in which place the series will close on July 9 with another race meet.

## Lone Stars Lucky in Getting Room.

The Lone Star Motorcycle Club, of Dallas, Tex., is to hold its weekly meetings in the Young Men's Christian Association building, on Commerce street, near Harwood. Friday nights have been selected for the gatherings, and the club considers itself fortunate in obtaining a splendid room.

## Three Big Meets for Clevelanders.

The Cleveland Motorcycle Club, of Cleveland, Ohio, plans three big motorcycle race meets next summer for Decoration Day, Fourth of July and Labor Day respectively. It is probable that the events will be held at the Randall track, where the club has held several successful race programs in the past.

## Newark Club Schedules an Endurance.

The Newark Motorcycle Club is to conduct a 24 hour endurance contest from Newark to Atlantic City and return on Decoration Day. The distance is approximately 350 miles. The committee to run the affair has already been named.

## "FAMILIAR NAMES ILLUSTRATED."



"MANSON"

## Correspondence

### Resents Slurs on Tampa's Roads.

Editor of the Bicycling World and Motorcycle Review:

May I say a few words in reply to the article "Winter Cycling in Florida" in your issue of January 7, as the writer of it has done our city a great injustice by saying that it is not worth while for the tourist to take his machine to Tampa, as there are no hard roads, save one, outside the city. The writer of that article is evidently just

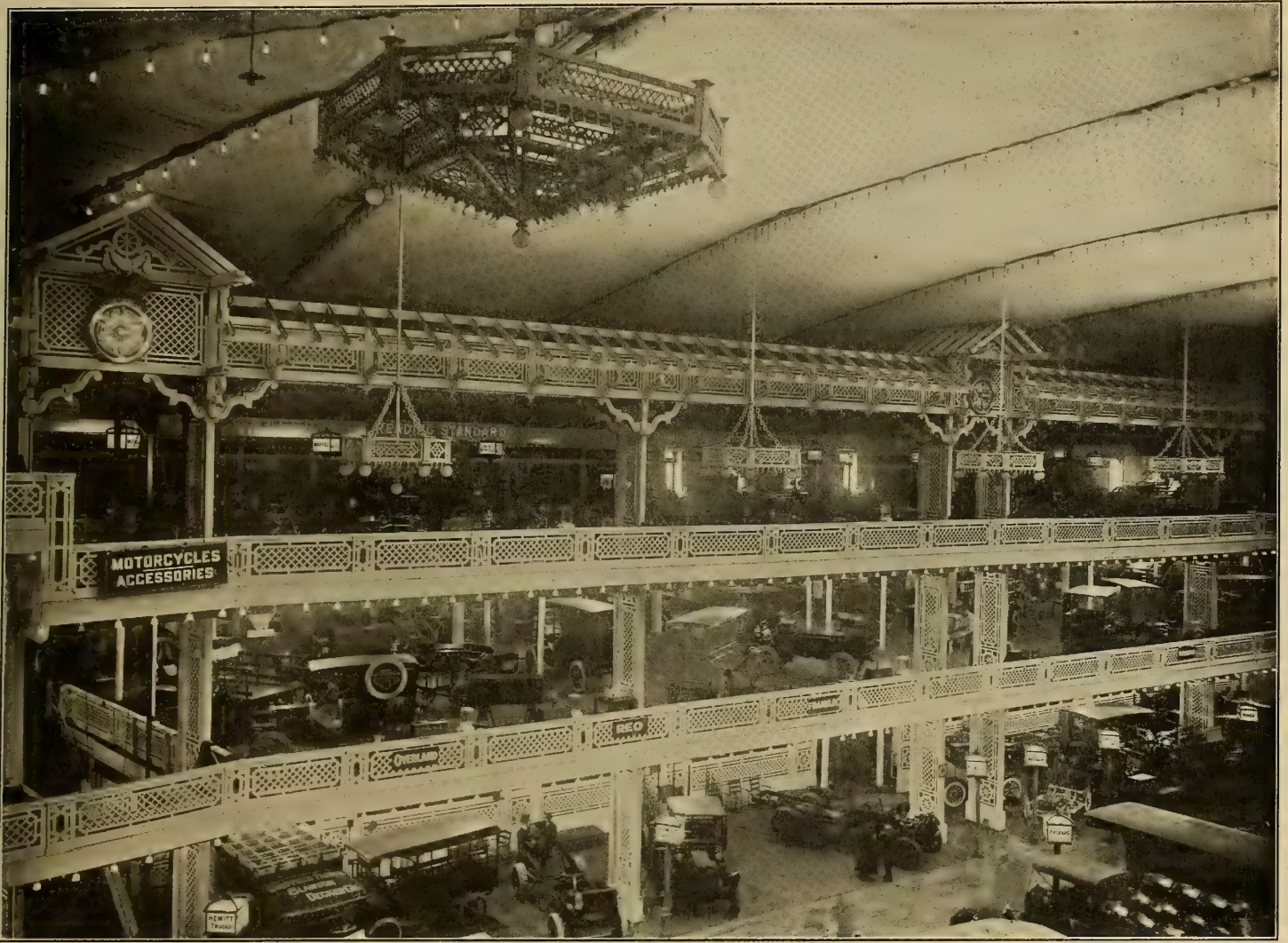
ten years behind the times, and would do well to visit Tampa and the West Coast of Florida before making such an assertion.

There are seven or eight good hard roads leading out from Tampa. These are made of rock or shell, and provide a good smooth surface that is not hard on tires. They are from five to 25 miles long, and lead to pleasure resorts or the smaller towns. Several of them are connected by cross roads, enabling one to come back another way, affording a most enjoyable ride on a motorcycle or bicycle along the bay shore, through fields of fine vegetables or beautiful orange groves, or in the open pine forest.



# Motorcycles in Show Array at New York

Exhibition at Madison Square Garden a Proud Display—Mechanical Changes that Make for Efficiency—Freak Radicalism Not Apparent—Remarkable Development of Specialized Motorcycle Accessories.



A VIEW ACROSS MADISON SQUARE GARDEN TOWARD THE MOTORCYCLE SECTION

In their warm colors and flashing nickel, the motorcycles at the Madison Square Garden show were as handsome and eye-catching an aggregation as ever was brought together, and while there were no revolutionary disclosures, such as 16 cylinder or electric motorcycles, there were new things in connection with practically every one of the makes exhibited. From the visitor's standpoint, the show was all that could be desired, with nearly all of the prominent American motorcycles represented.

From the exhibitors' side, too, the show was a real success, despite the gloomy feelings of some of the manufacturers' representatives when in the blue funk of early morning they stood in the cold draughts

that swept the Garden at that hour and tried to untangle their exhibits from an array of motor milk wagons, coal carts, brewery trucks and delivery vans, intended for exhibition on the lower floors. By 10 o'clock in the evening, when the motorcycle section was jammed with people, the exhibitors knew that the show was a success. On Tuesday and Wednesday the dealers began to arrive, and the wholesale side of the business thrived correspondingly.

"I never before went around any motorcycle show where there was so little knocking," said a man who has visited nearly all the big ones that have been held. "This year the salesmen are glad to point out the merits of their own particular machines

without going into long dissertations on the failures and defects of some other make. It is a very healthy symptom. In the old days a man, after listening to the stories that the different exhibitors had to tell about each other's machines, would be convinced that the motorcycle was something to be avoided, as they all were bad."

Changes that have been made for 1911 are, of course, the truest record of progress. The various little kinks, stunts, short-cuts and refinements are properly accounted as part of this progress. Taking the various exhibits with this particular idea in mind, rather than for the complete detail specifications of each make, the show was full of important and interesting mechanical developments.





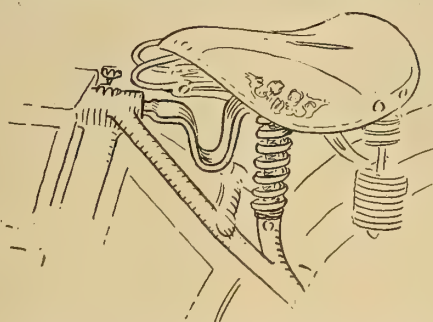
GENERAL VIEW OF MOTORCYCLE SECTION, SHOWING EXHIBITS ON THE SOUTH BALCONY

No mere casual or superficial looking over the machines can reveal the thought and ingenuity that has been applied here and there in the effort to secure new or better results.

#### EMBLEM.

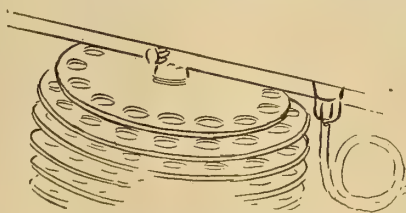
Like a majority of the other makes, the Emblem line shows few changes over last year, and these are in the nature of refinements. The shock absorbing seat post is the most prominent improvement, and there also is a slight increase in power in all engines, gained through refinements in design. Six machines were staged, consisting of one 7 horsepower magneto twin, with Eclipse free engine clutch; one 5 horsepower single, with battery ignition; one 5 horsepower single, with Herz magneto and Eclipse clutch; one 4 horsepower single racer; one 5 horsepower single, with Herz magneto, standard form and a duplicate of the latter with Eclipse clutch. The Emblem line is unusually complete, consisting of three sizes of engine, 4, 5 and 7, with a wide variety of options in ignition and belts, giving a total of 15 models. All engines and frames are interchangeable, as also are the ignition systems.

Distinctive Emblem features emphasized by the Emblem Mfg. Co., Angola, N. Y.,



DOUBLE SPRING SEAT POST ARRANGEMENT ON THE EMBLEM TOURISTS

are a triangular internal frame reinforcement, ball bearing engines, large valve



DRILLED FLANGES FOR ADDED RADIATION ON EMBLEM RACER

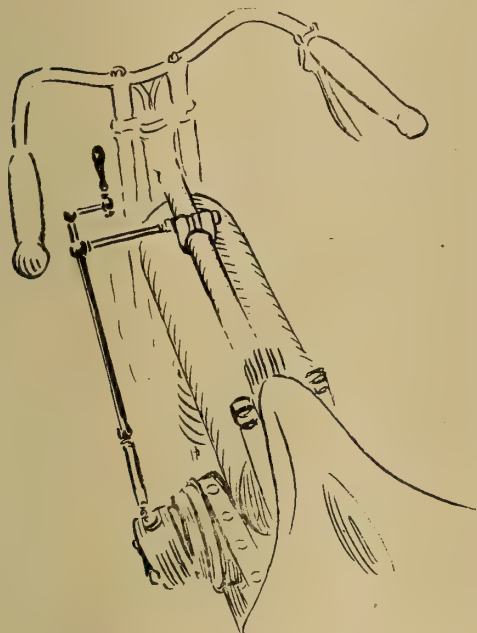
gear and fly wheels with weight chiefly in rims, one-piece cylinders with air space between exhaust port and cylinder, shock absorbing seat post, interchangeability of units and copper fuel tanks. Automatic valves are used exclusively. Lubrication is by hand pump contained in the tank. A needle shut-off is placed in the gasoline tank, and a Schebler carburetor is used. An unusually large tool compartment is fitted, and is utilized partly for batteries and coil on battery models. The semi-racing model will be built in convertible form with open ports, and may be used either for touring or racing, or both. It will be supplied with either belt or chain drive in all powers. These models will have the dropped frame, while the standard frames have a straight top bar, but on the latter a low position is obtained by the placing of the seat post below the frame line. The Emblem exhibit was in charge of W. G. Schack, president, assisted by L. S. Taylor, William Greenspun and John Sikes.

#### MERKEL.

Like a beacon, the well-known and distinctive bright orange finish of the Merkel, in which all machines shown by the

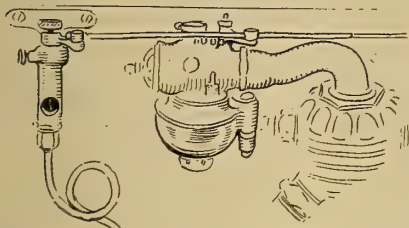


Merkel-Light Motor Co., Pottstown, Pa., were finished, caught the eye long before one reached the spot, and acted as a magnet in luring the visitor to the exhibit. Five machines were staged—two 4 horsepower singles, one of which was fitted with an N. S. U. two-speed; a 6 horsepower twin; a 7 horsepower twin with Merkel-Eclipse free engine pulley, and a 7 horsepower



APPLICATION OF N. S. U. TWO-SPEED TO THE FLYING MERKEL

racers. With perhaps one exception, minor refinements rather than radical changes or innovations were the rule here. Most important of the changes is the substitution of a new form of oiling device in place of the mechanical pump which this concern two years ago was the first to adopt.



INTERCONNECTED THROTTLE AND OIL FEED IN THE MERKEL SYSTEM

This new device takes the form of the ordinary adjustable sight feed drip, but is interconnected with the throttle, so that as the speed is increased the oil regulating needle is raised, permitting more oil to feed to the engine. When the throttle is closed the needle again is returned to its closed position. The device has two independent adjustments—one for setting the normal feed, and the other for regulating the needle opening for high speeds. Once these are set, the oil feed is increased or decreased automatically at all speeds. For replenishing the supply in the engine base, after draining old oil, a hand pump with transparent barrel and separate lead is pro-

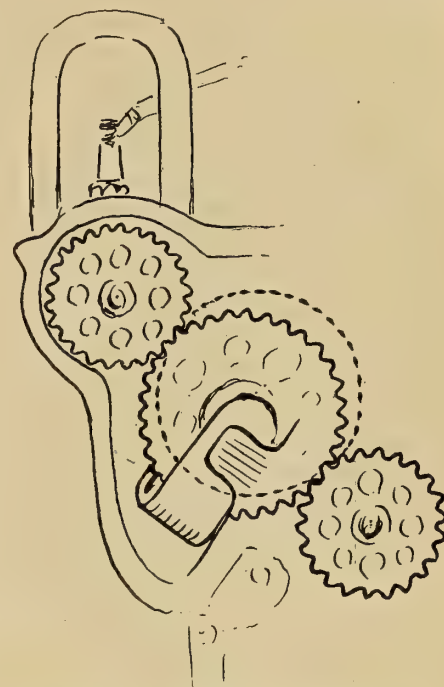
vided. Another improvement consists of an eccentric hanger, working in a bronze bushing to allow for frame movement, and that also allows of independent pedal chain adjustment. A neater and simpler handle-bar fastening has been devised, and the front fork and rear stay spring mounting has been improved. The Heitger carbureter with either glass or metal float bowl is used. At extra cost the N. S. U. two-speed gear or Merkel-Eclipse free engine clutch may be obtained. The latter now is operated from a latch on the left grip.

Such well-known Merkel earmarks as the spring frame, spring fork, ball-bearing engine and connecting rod, enclosed band brake, automatic inlet valves, V belt transmission, positive grip control, rigid bars with double stems, and seamless brass tubular tank with brazed heads are retained. Bosch magneto is the only ignition used. There also is a new luggage carrier of neat design. Other attractions at this booth were a handsome G & J silver trophy won by W. J. Teubner at the last F. A. M. meet, and a neat display board showing parts of the engine. The exhibit was in charge of Edward Buffum, sales manager, assisted by W. J. Teubner, A. G. Chapple, H. C. Mapp, F. W. Mann and F. B. Widmayer. Joseph F. Merkel, the designer, also was on hand.

#### THOR.

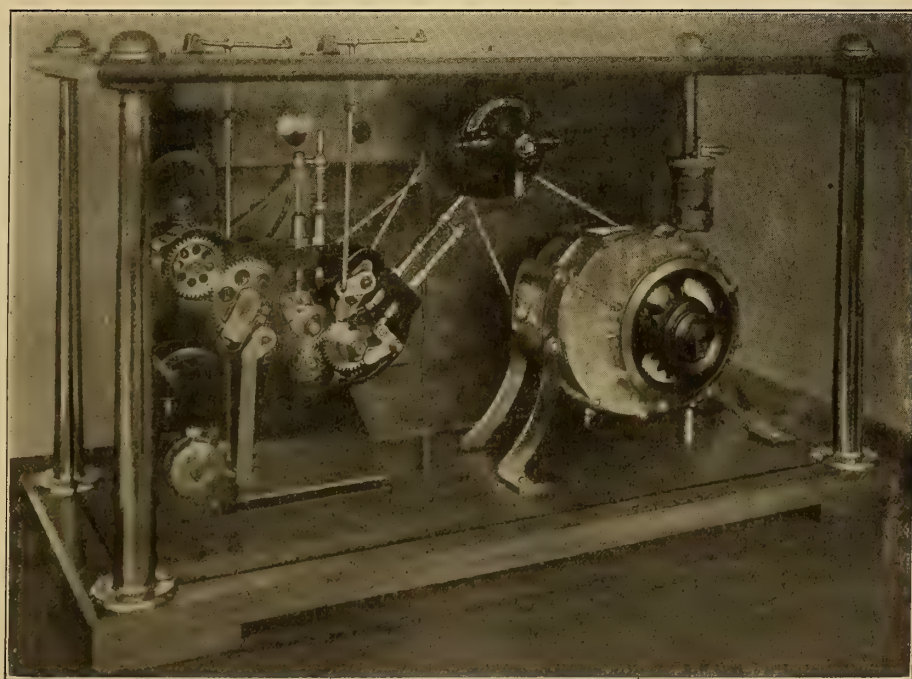
It truly might be said that two of the real surprises of the show developed at the Thor exhibit, for so well had they been kept under cover before hand that only a few were in the secret, which was well kept. First, there was the new magneto control, embodying a radical departure from usual practice and yet so simple that it prompts the oft-asked question: "Why didn't someone think of it before?" Instead of chang-

ing the timing by shifting the circuit breaker on the magneto, as is customary, the breaker is locked in the full advance position, the position in which the maximum spark strength is given, and the timing is changed by sliding the idler or intermediate timing gear between the cam shaft and the magneto. This arrangement gives a maximum spark at all speeds, facilitating



MAGNETO TIMING MOVABLE GEAR FOR RETARDING SPARK ON THE THOR

easy starting and allowing slow running, as the movable gear permits a greater spark retard than ordinarily obtained. As the idle gear is moved up or down between the cam-shaft gear and the magneto-shaft gear,

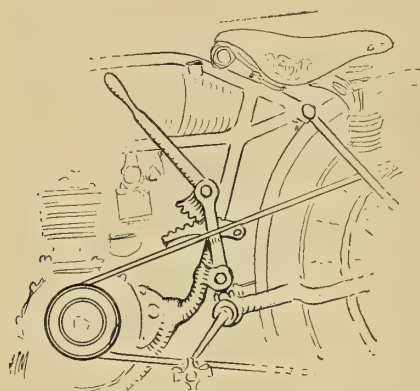


DEMONSTRATION CASE FOR THOR SPARK RETARD AND OILER



the relation of the fixed gears to each other is changed, resulting in an advance or retard of the magneto timing. The movement of the floating gear is controlled by the exhaust relief lever. A demonstrating board with two magnetos, two plugs and the old and new systems of advance and retard, the whole operated by an electric motor, gave a clear demonstration of the workings of both systems and the difference in the sparks at various points of ignition control position.

While the Aurora Automatic Machinery Co., Aurora, Ill., has built twins heretofore, it always has pinned faith to the automatic inlet valve. The new Thor twin, however, has mechanical valves of the overhead type, but different in design from any other. The operating rod is a modified type of elongated yoke, resembling a hacksaw frame, and might be described as having a laughing

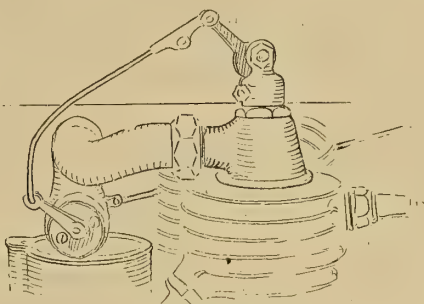


FRAME LENGTHENING SYSTEM TO TIGHTEN THOR BELT DRIVE

link motion. It is attached to a separate tappet, and has a hinge connection to allow for lateral movement. Adjustments for wear are provided on top of the operating links. The twin's cylinders have been increased in size, and the engine now is rated at 7 horsepower, having a displacement of 60.92 cubic inches. The front fork links are longer and the forks have been given a greater rake, which, in turn, gives a longer wheelbase and easier steering qualities. The magneto now is mounted in front of the engine.

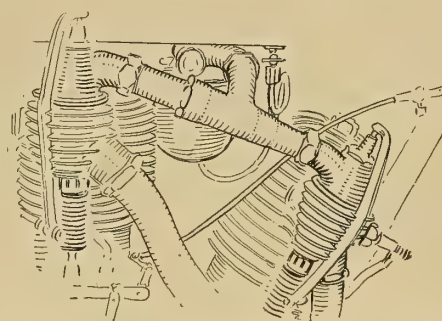
In the pruning up of the twin, the singles have not been neglected. They all are rated at 4 horsepower, and differ only in type of ignition and transmission, but the cylinders also have been enlarged, giving a corresponding gain in power. On the magneto models the carburetor is placed back of the cylinder to make room for the magneto in front. On the battery models the carburetor is in front, as formerly. Perhaps the most notable improvement on the singles is the inlet valve spring control. This consists of an auxiliary spring of weaker strength, placed inside the inlet dome and actuated by a rod with a cam shaped end, which is connected to the throttle. The cam end of the rod is linked to the inlet dome, and is in contact with the shank of an inverted T spring cap that rests on top of the auxil-

iary spring. The other end of the rod is attached to the throttle sleeve. For starting or slow running with a closed throttle the cam presses down the auxiliary spring, which, in turn, weakens the main inlet spring tension without opening the valve.



AUXILIARY SPRING CONTROL ON THOR INLET, APPLIED TO THROTTLE

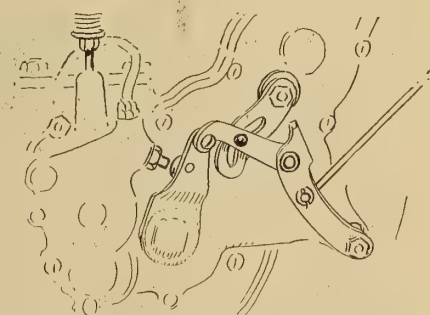
For high-speed work with the throttle open, the cam pressure on the auxiliary spring is released, thus taking the load off the inlet spring and permitting it to work at full strength. The well-known Thor oiler of the revolving gear disc type is retained, and



HOOK TAPPET RODS FOR MECHANICAL INLETS ON THOR TWIN

has undergone only minor refinement. The device is driven from a slow worm thread on the rim of the fly wheel.

On the magneto singles the fork rake and rocker length also has been changed, giving a longer wheelbase. The bars on all models

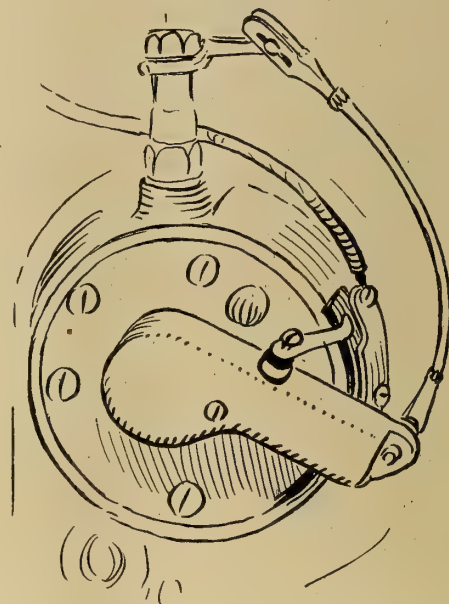


EXHAUST VALVE LIFTER AND MAGNETO RETARD ON THOR SINGLE

have been dropped to give a more restful position to the arms and are positively locked by three keys, two cap screws and a clamp. Front hubs are heavier and are fitted with knock-out axles as well as truing washers, to allow centering the wheel in case the forks are sprung by accident. There

is a new method of magneto mounting which follows automobile practice and permits of quick dismounting or replacement of the instrument. Instead of bolting the magneto down to a bed plate, it is set on a platform with dowels in the base to maintain gear alignment, and is held down by a nickel plated steel spring strap that is hinged on one end and is locked on the other by a turnbuckle.

The belt model, which made its show debut, has undergone little change since its introduction last summer, the exclusive Thor rack and gear belt adjuster, which lengthens or shortens the hinged frame, being continued. An extra heavy double ply two-inch flat belt is used. The standard Thor features that are retained include the



YALE SPARK CUT-OFF AND EXHAUST VALVE LIFTER COMBINATION

pneumatic fork, undergeared transmission, roller bearing engine and grip control. What is termed a black nickel finish is applied to the exhaust tube, muffler, tailpipe and breather tube that makes a very neat appearance and is claimed not to burn off. Four models were exhibited—a 4 horsepower, chain drive with magneto; one 7 horsepower twin, chain with magneto; one 4 horsepower single, with battery and chain drive, and one 4 horsepower, belt drive with magneto. The Bosch magneto is used. The factory was represented during the week by H. T. Roberts, sales manager, and G. H. Squier and J. S. Tormey.

#### Y A L E .

There is a whole basketful of new features in the 1911 Yale, made by the Consolidated Mg. Co., Toledo, Ohio, particularly in the single, but they are more in the nature of refinements. Efforts have been directed toward strengthening and sprucing up the mechanical parts as the following specifications of new things indicates: The cylinder has been offset  $\frac{3}{8}$  of



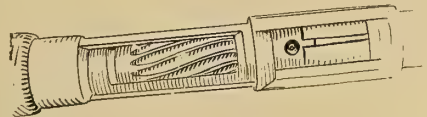


INDIAN AND RELIANCE EXHIBITS OVERLOOKED THE ARENA

an inch, the crank pin made larger, a hollow wristpin adopted, valves increased in size, the inlet now being 1 21-32 in diameter and the exhaust 1 8, larger fly wheels with weight concentrated in rims, frame reinforced with internal double D tubes, new exhaust lift, permanent contact switch with fixed primary binding post on battery model circuit breaker, solid forged frame head, new handlebars, new positive grip control with spiral grip sleeve motion, straight-line frame, cylinder anchored to lower horizontal bar, new battery box with tool compartment, gasoline tank anchored in five places, adoption of Dow coil and Bosch magneto, horizontal seatpost, giving low saddle position; lower gear ratio, larger exhaust tube with black nickel finish, new muffler and tail pipe, new carbureter, heavier frame fittings, metric plugs, switch plug on battery system in coil socket, improved fork construction and reversal of fork action.

On the twin the frame and fork changes, method of handlebar fastening, plug socket and metric plugs also apply, but otherwise it practically is the same as last year. Automatic valves, hand pump lubrication, plain bearings of large size, one-piece cylinders,

flat or V belts, and battery or magneto ignition continue to be Yale features. The Eclipse free engine clutch is listed as an extra. Four models were on exhibition—a 7 horsepower twin with flat belt and Bosch magneto, a 4 horsepower single with flat belt and Bosch magneto, a 4 horse-



"QUICK PITCH" WORM IN YALE HANDLE BAR CONTROL

power single with battery ignition and a similar machine with tandem attachment. There also was shown a Yale single-cylinder engine in sectioned form with hand crank and glass partitions. From the factory were present A. B. Coffman, sales manager; D. J. Welch, general manager; F. C. Cornish and Joseph Grimm.

#### M - M .

It was easier to see what had been retained than to discover what was new at the M-M stand, so few were the new fea-

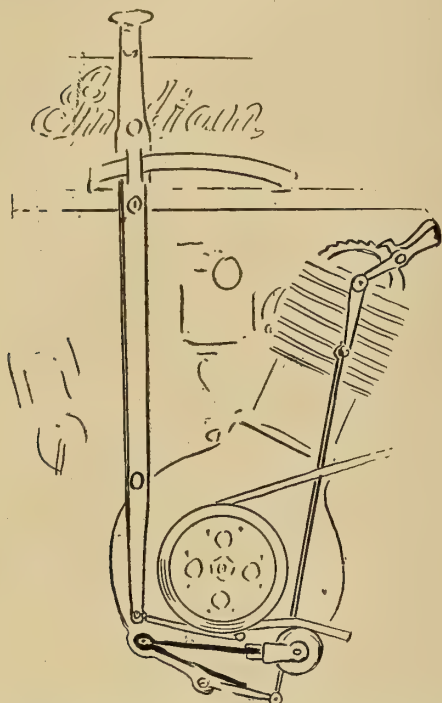
tures. The leading change is a new design of explosion head by which the compression is increased, giving an increase in power also. Reciprocating parts of the engine have been strengthened, and a separate oil tank now is fitted instead of the combination type formerly used. The oil tank is lashed to the seat mast tube, and oil is fed by a handpump, the automatic pressure system having been discarded, as have mechanical inlet valves, the latter now being automatic.

Four machines, three singles and one twin, were shown, the latter and two of the singles being finished in standard red, and the other single in full nickel. The 4 horsepower single with inclined engine had battery ignition, V leather belt, 26-inch wheels and 2 1/4-inch tires, while the only full nickeled machine at the show was a 4 horsepower single with vertical engine, V leather belt and the M-M friction clutch, which the American Motor Co., of Brockton, Mass., brought out last year. This is unchanged in form, and is of the internal expanding band type, mounted on the engine pulley, enclosed and operated by hand lever. The friction lining is of fiber with cork inserts to give smooth engagement. For those wh-



desire a two-speed gear, the N. S. U. type is fitted.

Similar in every respect, save that it has a flat belt, the 4 horsepower single also is offered in what is styled a tourist model,



INDIAN FREE ENGINE CLUTCH AND INDEPENDENT BELT IDLER DEVICE

which is new to the line. It has 28-inch wheels, Bosch ignition and a spring tension hand idler. The changes applied to the singles also are incorporated in the 7 horsepower twin, which retains such distinctive features as 90 degree cylinders, eccentric magneto drive and roller bearings on the main shaft. New Departure internal expanding brakes were fitted to all models.



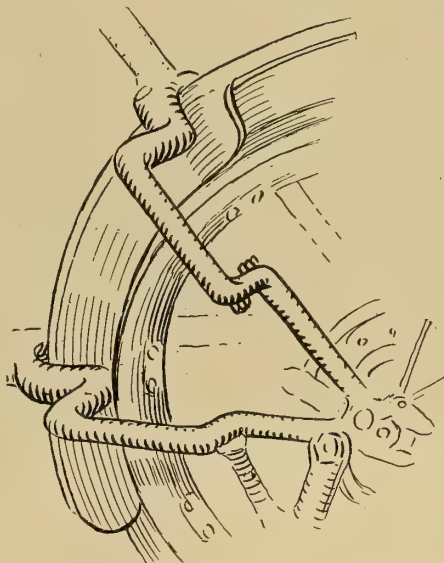
FORCE FEED OIL LEAD TO FRONT CYLINDER ON INDIAN TWIN

Not the least interesting feature of the exhibit was the array of parts which were neatly displayed in a glass case. Such standard M-M features as the keystone frame, leaf forks, bell crank grip control,

seamless brass gasoline tank and automatic stand showed no change. R. A. Pickens, sales manager, was in charge of the exhibit. Others who spread the M-M gospel were: Henry Heyer, H. G. Baxter, W. T. Marsh, F. L. Reid and George P. Jenkins.

## INDIAN.

Showgoers have come to expect something different and out of the ordinary every year at the Hendee Mfg. Co. exhibit, where the famous Indian was staged, and this year they were not disappointed, for aside from the free engine clutch that received its full share of attention and notice, the new belt drive model was revealed. Its appearance was not in the nature of a great surprise, for it already had been described and illustrated, but the machine itself challenged attention. First is the neat and compact inclusion of the free engine clutch in the engine pulley. Instead of the clutch

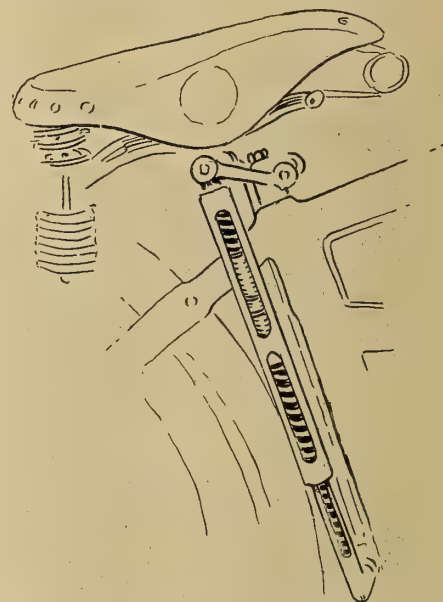


INDIAN BELT SPLASHER AND PLAIN BELT PULLEY FACED WITH RAYBESTOS

being operated from the outside, as is done in all other devices, it is actuated from the inside, making a very compact arrangement with no protruding mechanism to be injured by falls. However, the star feature of the machine is the independent control of the clutch and idler, an arrangement that permits the belt tension or clutch grip to be regulated irrespective of each other. This gives the advantage of a free engine without slackening the belt, a feature of no other machine. The clutch is controlled by a hand lever that stays set without ratchet locking, and the idler, which is ball bearing and spring tensioned, is operated by a small hand lever conveniently located on top of the cylinder head, and which is ratchet controlled. While the flat belt is not new to the Indian, having been used on the undergeared model last year, the flat belt small front and large rear pulley, is a new feature, as is the belt splash guard. The clutch is the same in principle as is used on the chain machines, but

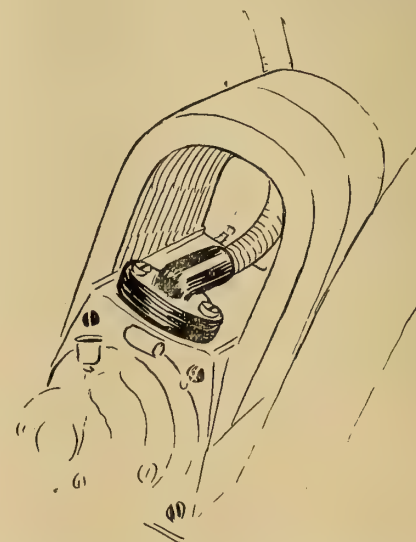
differs in form. The belt drive will be fitted to the 4 horsepower single only.

The free engine clutch, of course, was fitted to all models, and a sectioned model with hand grip served as an educator to



HOLDEN'S SPRING SEAT POST ATTACHMENT APPLIED TO INDIAN FRAME

many. A 5 horsepower twin engine with hand crank and also sectioned revealed the "innards" to those who cared to look. Another interesting member of the tribe was the 7 horsepower twin with two-speed and with running boards instead of pedals. It has the new clutch, but aside from minor refinements in the transmission is otherwise unchanged from last year. While the belt drive model and the free engine clutch are the leading new features of the 1911 Indian line, there are other new things



NEWEST BOSCH MAGNETO TERMINAL PROTECTION COVER

such as the V band brake with greater braking surface; a new front hub of heavier form; an adjustable by-pass from the mechanical oiler case lead to the front cylinder on the twins; a new saddle; beaded





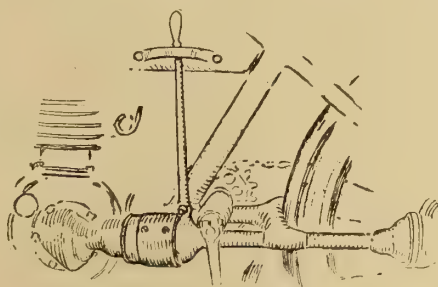
EMBLEM AND PIERCE EXHIBITS

edge guards; heavier connecting rods; greater bearing surface on big ends of rod; and steel to steel bushings on twin rods at lower ends. There also is a new tank transfer lettering and a new name transfer instead of the familiar metal head plate formerly used. Although it still is somewhat a state secret, plain bronze bearings will be used throughout the engine, the double ball bearing having been abandoned because, it is stated, of better results having been obtained from the bronze, and owing to manufacturing difficulties entailed by the use of the ball bearing. In view of the very general adoption of ball bearings by other makers, this move is particularly significant at this time. Seven machines comprised the show exhibit, classified as follows: One  $2\frac{3}{4}$  horsepower single, chain drive and magneto; one 4 horsepower, chain single with magneto, and Holden duplex spring seat post, applicable to any loop frame Indian; one 5 horsepower, chain twin with magneto; one 4 horsepower single, chain driven with battery; one 7 horsepower, chain driven twin with magneto; one 7 horsepower, chain driven twin with magneto and two-speed, and one 4 horsepower, chain driven, magneto single

with delivery van attachment. The show staff consisted of Howard O'Brien, Walter Goerke, George N. Holden, L. J. Mueller, Arthur Rochow and F. L. Hunt. Others who came down from the factory included George M. Hendee, president; Oscar Hedstrom, designer; R. W. Ellingham, superintendent; F. J. Weschler, sales manager, and W. F. Hapgood, publicity manager.

#### PEERLESS "S. D."

Still retaining the shaft drive with compensating discs in the fly wheel (its most distinctive feature) and being the only shaft-driven, single-cylinder machine made in this country, the Peerless "S. D.," com-



FREE ENGINE CLUTCH CONTROL ON THE SHAFT DRIVE PEERLESS

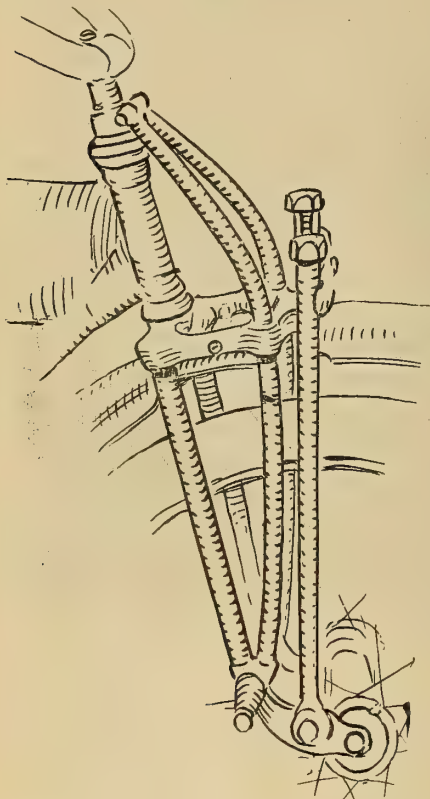
ing from the S-D Mfg. Co., Brooklyn, N. Y., has kept up with the march of progress during the past year. The "Peerless" part of the name is new. There are many improvements in the 1911 model, among them a larger engine that develops 4 horsepower; ball bearings on the main shaft and connecting rod; a mechanical inlet valve of the overhead rocker type; magneto ignition; a multiple disc free engine clutch; spring forks of the compound type with enclosed springs; a shock absorbing seat post; a new loop frame, and hand pump as auxiliary to the sight feed oiling system.

Taking the "S. D." part of its name from the initials of its builders, Otto DeWald and H. Spangler, whose initials by strange coincidence also stand for "shaft drive," the machine is made in a single model. The cylinder is 3 27-64 x 3 9-32, and is an integral casting. The wristpin is hollow and is locked to the connecting rod. The lower end of the rod is carried on a double row of balls, and single sets carry the main shaft. In the left fly wheel is incorporated a set of friction discs that are adjustable for slip, so that in starting, or under sudden jerk, the shock is absorbed by the discs before reaching the gears. The discs may



be adjusted from the outside through a small hole in the case that is closed by a plate. The multiple disc clutch is mounted in a swelled section of the drive shaft housing just back of the forward bevels, and is operated by a hand lever working on a ratchet.

All of the driving mechanism is carried on ball bearings, and is completely enclosed. The frame now is of the accepted loop type, the engine being set vertically and fastened at three points. The lower horizontal truss bar of the frame is fastened to lugs by bolts, and is detachable so that the cylinder may be removed without dismantling the engine from the frame.



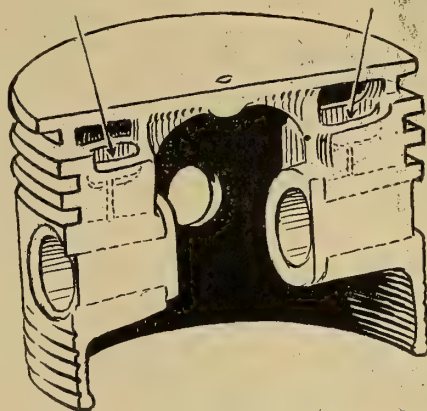
MARVEL SPRING FORK OF NEW DESIGN, WITH TRUSSING

The tanks are of the unit type with separate compartments, the gasoline reservoir having a capacity of two gallons and the oil tank one quart. One machine finished in standard gray was exhibited, and its features were explained by the builders.

#### MARVEL.

In the 1911 Marvel, of which two examples were staged, the new features as revealed at the show in the order of importance was a new spring fork, a chain idler and oil pockets in the piston bosses. The product of the Marvel Motorcycle Co., Hammondsport, N. Y., is made in a single cylinder model only, and was shown with and without the two-speed gear, the two machines being similar in other respects. Gray is the standard finish. The Curtiss motor is used, fitted with roller bearings, overhead valves operated by a single cam shaft, off-set cylinder and float oil regula-

tor in the engine base. The frame is of the tank-in-the-tube type, with bulkheads in the gasoline tank to prevent leakage. The engine has a stroke and bore of  $3\frac{1}{4} \times 3\frac{5}{8}$  inches, and is rated at 4.5 horsepower. A Heitger carbureter is used. Lock washers are used on all nuts and bolts; the filler

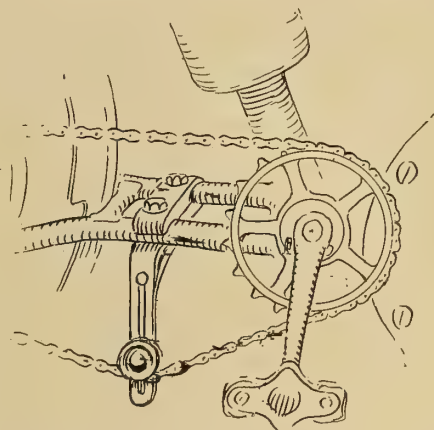


OIL COMPARTMENTS ABOVE BEARINGS IN MARVEL PISTON

caps are chained to prevent losing, and the valve tappets are adjustable. Thirty degree valves are a feature. A motor in section, fitted with hand crank to show the action of the mechanism, also was in evidence. An Eclipse free engine clutch is furnished as an extra. C. L. Waters was chief of the show staff, which also included Henry J. Wehman and C. P. Rudd.

#### HARLEY-DAVIDSON.

Greater efficiency through the use of better materials and closer attention to details exemplify the changes that have been wrought in the Harley-Davidson, the product of the Harley-Davidson Motor Co.,

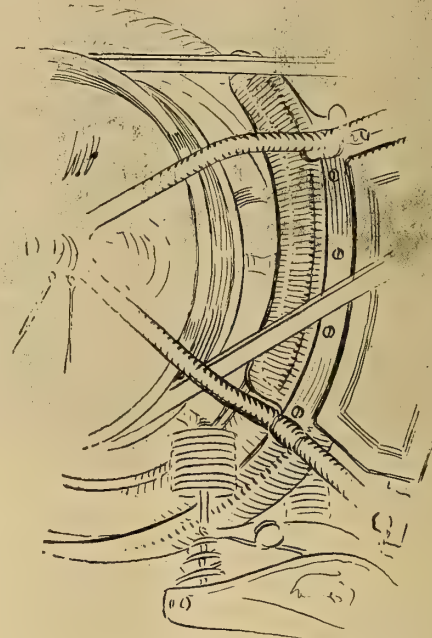


MARVEL CHAIN IDLER ADJUSTMENT AFTER BELT TENSION IS FIXED

Milwaukee, Wis. Being changes in material rather than in design, they are not apparent to the eye, but the test of service reveals them. Among the new things that the single cylinder now boasts are a split big end on the connecting rod with automobile type bearings and fastenings; drilled piston with oil groove around outside; vanadium steel connecting rod; saddle position two inches lower; belt splash

guard; flanged idler; heavy belt double stitched; heavier pedal chain and sprocket; larger tanks; crank hanger moved forward to give easier leg position; throttle interconnected with exhaust compression release to cut off carbureter and prevent firing in muffler when spark is switched on after coasting; more clearance between pedal chain and rear guard, a lightening of motor reciprocating parts, the casting of cylinder head flanges vertical, giving increased cooling surface, and heavier cushion springs in the front forks.

While automatic inlet valves are used on the single, the twin is fitted with the mechanical inlet of the overhead rocker type with tappet adjustment. On the twin the Bosch magneto is placed back of the engine as on the singles. There is a base compression release and a by-pass from the base to the front cylinder on the twin to



HARLEY-DAVIDSON BELT PROTECTOR ON REAR WHEEL

which oil is forced automatically by the base pressure. In general the changes on the single also apply to the twin as concerns the strengthening of various members and use of higher grade materials as well as constructional refinements. A Schebler carbureter with Harley-Davidson air intake is used on all models. Improved finish both in nickel and enamel also is noticeable. Another refinement is a standpipe in the engine base to regulate the oil level and prevent flooding. When the oil level rises above the standpipe it is drained off, thereby maintaining constant level. Three models were exhibited—two singles with battery and magneto systems respectively, and one twin with magneto. The singles are rated at 4 horsepower, and the twin at  $6\frac{1}{2}$  horsepower. One of the singles had 26-inch wheels, permitting ground contact for short-legged riders. The Harley-Davidson gospel was preached by Arthur David-





HARLEY-DAVIDSON AND READING STANDARD SPACES

son, sales manager; Joseph Buckingham, H. Hascall and Alex. Klein.

### WAGNER.

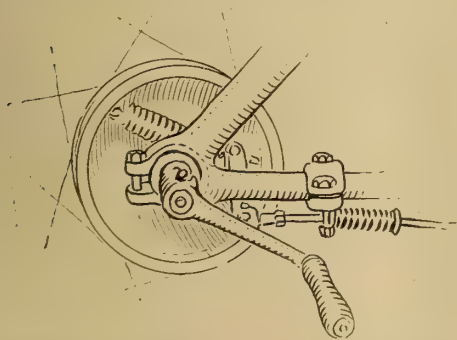
One of the real pioneers that sticks pretty close to its original lines is the Wagner, manufactured by the Wagner

Motorcycle Co., St. Paul, Minn. It always has belonged to the single-cylinder class, and is made in one chassis, but with either battery or magneto ignition and direct drive or two-speed gear. For this year it is offered in full 4 horsepower form, the cylinder having been slightly enlarged over last year. Its dimensions are  $3\frac{1}{4} \times 3\frac{1}{2}$  inches. A Schebler carburetor replaces the previous device. The distinctive Wagner diamond loop frame has been dropped a couple of inches, and the control lugs now are brazed on instead of piercing the tubes. The Wagner spring fork shows no change, but now is furnished as regular equipment.

On the new 1911 battery model the batteries and coil are carried in a combination case, that also has a tool compartment and is fitted with a lock. Both models now have a gasoline needle shut-off valve in the tank and larger filler cups. The K & R two-speed is regular equipment on one model that is built specially to take the device. The two-speed is of the planetary type and is placed in the rear hub. This model has no revolving pedals, the transmission and clutch pedals being mounted on the foot rests. By reason of the location of the two-speed gear, that model has a live rear axle that is mounted on ball bearings on both ends. The starting crank is detachable and engages a dog on the rear axle. The machine may be started with the crank either on the stand or on the road. A wide range of belt adjustment is

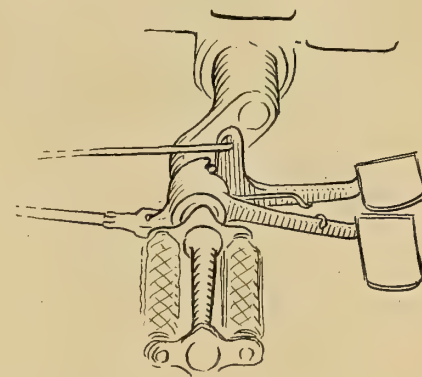
provided, and the sliding hanger on the stays permits of adjustment of the pedal control rods.

Automatic inlet valves are retained, as also is the passing of the exhaust into the frame loop. Other features are an inde-



STARTING CRANK ON TWO-SPEED WAGNER REAR HUB

pendent magneto advance giving maximum spark for easy starting, separate head and cylinder castings, and Wata-Wata V leather belt, with rubber belt optional. An Eclipse brake is used on the regular model and a band brake on the two-speed. Herz



PEDAL CONTROL FOR WAGNER TWO-SPEED AND FREE ENGINE

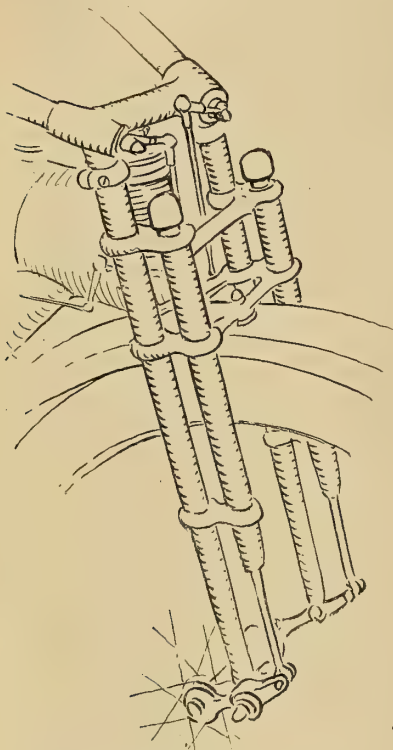
pendent magneto advance giving maximum spark for easy starting, separate head and cylinder castings, and Wata-Wata V leather belt, with rubber belt optional. An Eclipse brake is used on the regular model and a band brake on the two-speed. Herz



magneto is standard. Visitors at the stand were taken care of by Edward Worthington, sales manager, and George Wagner, designer.

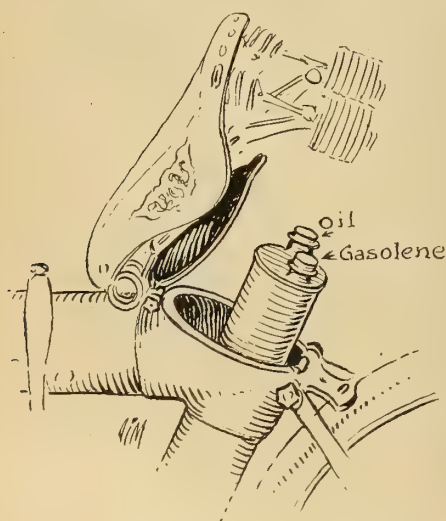
### DETROIT.

Although in its second year, the Detroit, made by the Detroit Motorcycle Co., De-



CASTER LINK ACTION ON DETROIT'S SPRING FORKS

troit, Mich., was exhibited at a New York show for the first time. While retaining its original lines, it practically has been re-designed, and embraces many original fea-



EMERGENCY TANK ON THE MAGNETO FITTED DETROIT

tures. The engine is new throughout, and is fitted with a ball-bearing main shaft and overhead mechanical inlet valve. Considerable thought has been devoted to the contact breaker design to prevent fouling by

excess oil from the engine, and it is claimed that this has been overcome. The contact is of the wipe trembler type, being self-cleaning and accessible. The linkage of the belt idler lever is of new design.

There are several exclusive features, as for instance, the hinged saddle post, the caster action forks, protected control, V bars and reserve tanks. The top of the seat tube is a hinged cap resembling the lid of a teapot, and by loosening a thumb screw the cap and saddle may be raised. On the battery model the batteries and coil are carried in this tube, and on the magneto model a double compartment reserve tank for oil and gasoline occupies the space. This reserve tank is in the form of a brass cylinder, and may be drawn out when the regular tanks need refilling. The forks are of the double plunger type, but differ from others in action, the front wheel being hung back of the rake line and having a backward caster action when an obstruction is met with. The bars are of wide V pattern with double stem and rigid lock, and the control rods are brought inside the fork members at the bar ends to prevent them from injury in case of falls. Either battery or magneto ignition is furnished, the systems being interchangeable by a substitution of timing gear cases.

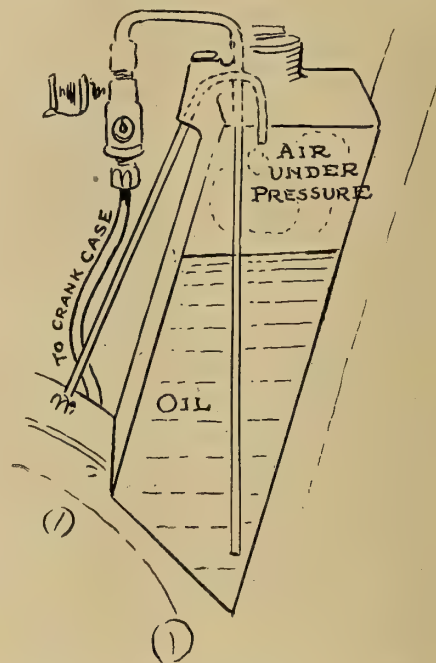
The lower end of the forward tube is utilized as a muffler, the exhaust passing to inner shells so that the heat does not mar the outer finish of the tube. The oil reservoir is placed directly above the muffler chamber, thus maintaining the lubricant at an even temperature in all weather. The gasoline is carried in the top tube. The standard equipment includes U & H magneto, Corbin band brake, Schebler carbureter, Thorwaldsen coil and 28-inch wheels. With a cylinder 3.5-16 x 3½, the engine is rated at 4 horsepower. The show staff consisted of James J. Brady, president; G. L. Carter, D. H. Zimmerman and W. J. Nagle.

### RELIANCE.

Old friends never would recognize the Reliance in its 1911 form, so radical have been the changes. It now belongs to the single model and single cylinder division, and was shown with battery and with magneto ignition respectively. A loop frame of pleasing lines with top tube dropped at the rear has been adopted, and the engine is cradled vertically with three-point fastening. The engine is of the slow-speed, long-stroke type, and is rated unusually high by A. L. A. M. formula, 4½ horsepower. The bottom of the cylinder and its seat on the crank case are cut on the bias to give an offset, and the valves, both mechanically operated, are mounted in front. In connection with the valve construction is a radical and original bit of designing in arranging them so that they toe out at the top and in at the bottom in the form of an open V. This is done to permit

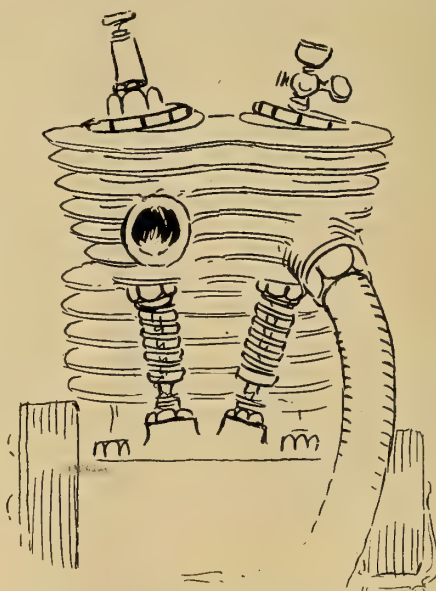
the air to circulate between the valve chambers, and allows of large valves, operated by a single cam that is skewed on both sides.

Extremely large fly wheels with the weight largely concentrated in the rims are used. The cylinder and head are an integral casting, with exterior sand-blast finish and



RELIANCE SELF-ACTING OIL PRESSURE SYSTEM

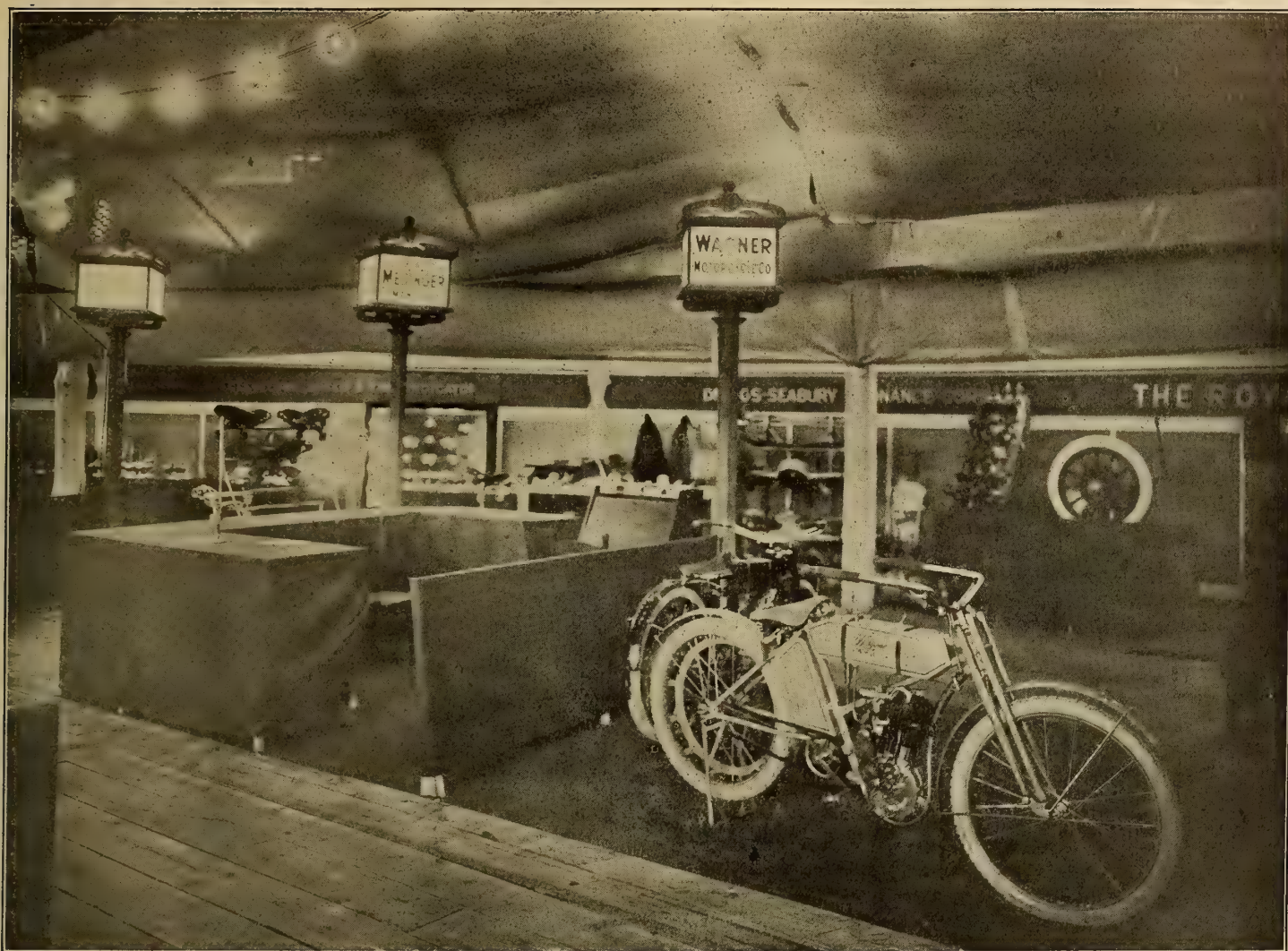
gun-metal polish. The valves are 1⅞ inches in diameter and interchangeable. The cam case is cast integral with the cylinder, another innovation. An automatic carbureter



"TOED-IN" VALVES IN FRONT OF RELIANCE CYLINDER

of Reliance design is used. It has an unusually large inlet opening, one inch, and also has a dust deflector in front of the auxiliary air valve. All carbureter adjustments may be made by hand, and are retained by spring locks.



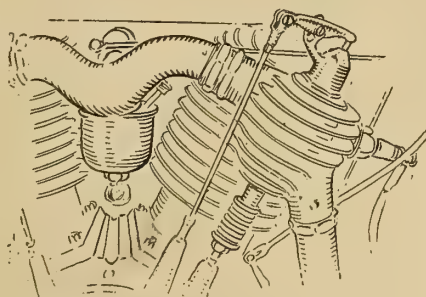


WHERE MESINGER SADDLES AND WAGNER MOTORCYCLES WERE STAGED

By a simple change of the timing gear cases either battery or magneto system may be fitted. Lubrication is by pressure feed from the engine base through the oil tank, with auxiliary hand pump with separate lead. Both devices have sight glasses and the pressure feed is adjustable. It starts and stops with the engine. All frame fittings are drop forgings, no stampings being used. The fork also is of novel design, being of the plunger type, but hinged in the center where all movement occurs. The compression and rebound springs are contained in a telescoping tube, and the spring tension may be regulated for road conditions. A large metal tool case with Yale lock is placed back of the seat tube. Part of this compartment is used for batteries and coil on the battery model. For magneto ignition a Herz instrument is fitted.

Double grip control through piano wire connections is used, the motion being positive and no springs being used in the system. The handle bars are long with double bar stem, rigid fastening against vertical or lateral movement, and have a drop at the rear end to give a restful position to the arms. Low saddle position is accentuated

through the straddling of the top tube by the saddle springs. Wide range of pedal chain adjustment is provided through a rack and pinion mechanism in the hanger, which may be operated with a screwdriver. An



EXCELSIOR IMPROVED MECHANICAL VALVE OPERATION ON TWIN

exhaust cut-out, with direct opening to the rear before reaching the muffler is fitted.

The brake equipment is an Eclipse, with 40 rear spokes. In the gasoline tank are placed internal cast ribs for strengthening, these ribs also including the filler nozzles and pipe unions. Castellated nuts and cot-

ter pins are used for locking at all important points. A needle valve shut-off is placed in the gasoline tank. The circuit breaker on the battery model is of simple design, and is placed at the top of the case to minimize short circuiting by oil that may leak through from the engine base. The idler pulley is convex, instead of the usual concave, the former pattern being claimed to lengthen the life of the belt. The standard finish is French gray with black and maroon striping, and the tool equipment is unusually complete. The factory was represented by G. W. Favor, sales manager; Ward Decker, designer, and J. M. DeLezene.

#### EXCELSIOR.

Aside from the "coming back" of the twin in refined form and bearing the seal of factory approval, there was little new at the Excelsior exhibit, and the representatives of the Excelsior Supply Co., Chicago, Ill., took pride in saying that they had few changes to point out. This, of course, means that the 1911 singles (and the twin, for that matter) will be hard to distinguish from the preceding models, except through expert eyes. Naturally interest centered in



the latest twin, which has mechanical inlet valves of the overhead type. The valve mechanism all is drop forged, and there are refinements in the interior of the engine. The cylinders on the twin are  $3 \times 3\frac{1}{2}$ , and the engine is rated at 6 horsepower. There has been added a boss in the crank case wall with an opening for introducing kerosene or fresh oil after draining out the engine. The mechanical pump has been discarded on all models, and lubrication is by gravity sight feed direct to the right main bearing, and then by splash and centrifugal force through oil channels to all bearings. Choice is given on the twin of either band or coaster brake, and ignition is by Herz magneto only.

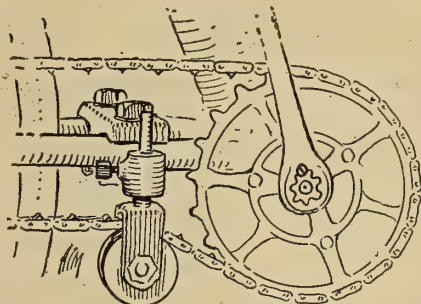
Changes on the single include the extension of internal reinforcements in the forward fork member and the placing of an internal girder in the rear member. The circuit breaker case mounting has been reversed to prevent it changing position, due to vibration while running, and the breaker primary wire is attached to a fixed terminal which has a spring contact with the breaker box. The switch plug socket on the battery model also is more conveniently placed. The handlebar fastening has been strengthened and made neater, and refinements have been made in the joints of the grip control. Many of these control improvements also are incorporated in the twin, of course. The dimensions of the single cylinder engine are  $3\frac{1}{2} \times 2\frac{1}{4} \times 3\frac{1}{2}$ . The well-known Excelsior frame, forks, engine and tanks, and control and flat belt drive still prevail. A lower saddle position has been obtained by dropping the top tube slightly at the rear and spreading the saddle springs to straddle the tube. The same idler and free engine device also survives without change. Automatic inlet valves are used on all singles, and the "silencer" is retained.

Two singles and three twins are shown. Two singles were in battery and magneto form with 28 and 26-inch wheels, and the twins all in magneto and 28-inch wheels, but differentiated with coaster and V band brakes. The Excelsior staff consisted of H. N. Kirk, sales manager; George H. Meiser, designer; S. T. Kellogg, A. C. Klages, Robert Brazenor, Thomas Sixsmith, Carl Bush and Amos Shirley.

### PIERCE.

Changes in the Pierce line, while fairly numerous, are in the nature of refinements and mostly are concealed from view. In the single cylinder, 4 horsepower model, the muffler has been improved and made more silent; two-piece valve construction is used; a pedal chain idler has been fitted; there is a new rear stand clip, rear guard frame clip, improved motor bearings of phosphor bronze and better finish. The cylinder dimensions are  $3\frac{1}{2} \times 3\frac{3}{4}$ . On the four-cylinder model a filter screen has been placed in the engine base to strain the oil as it comes from the tank and prevent dirt reaching the bearings. A packing gland has

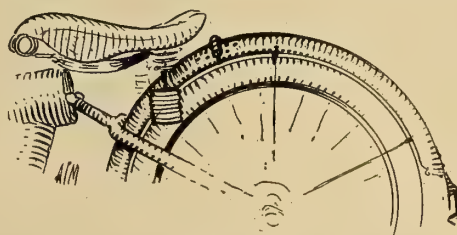
been placed in the distributor to prevent oil spray from the engine base entering and collecting on the dust from the carbon brushes, an amalgamation that results in short circuiting. The finish on the four-cylinder also has been improved, and the road test given it by the Pierce Cycle Co., Buffalo, N. Y., is more severe. The inspec-



CHAIN IDLER ADJUSTMENT FOR BELT DRIVE PIERCE SINGLE

tion system at the factory also has been made more rigid.

Pierce hall marks, as, for instance, the tank frame, hygienic cushion forks, four-cylinder motor, shaft drive sliding gear transmission multiple disc clutch on the four-cylinder and belt drive on the single, V bars, wheel base, hinged guards and Bowden control still continue to be foundation stones of the structures. Magneto ignition a la Herz is used exclusively. The gear driven circulating oil pump in the four-cylinder also is retained, as are the double brakes, one a coaster and the other an external band. Four models were shown—two singles and two fours, differing only as to color. A transmission and clutch with gears exposed, and several other parts mounted on display boards also proved in-



NEATLY HINGED REAR MUD GUARD ON THE PIERCE

teresting. Pierce information was disposed of by William A. Johnson and E. R. Durkee.

### R - S.

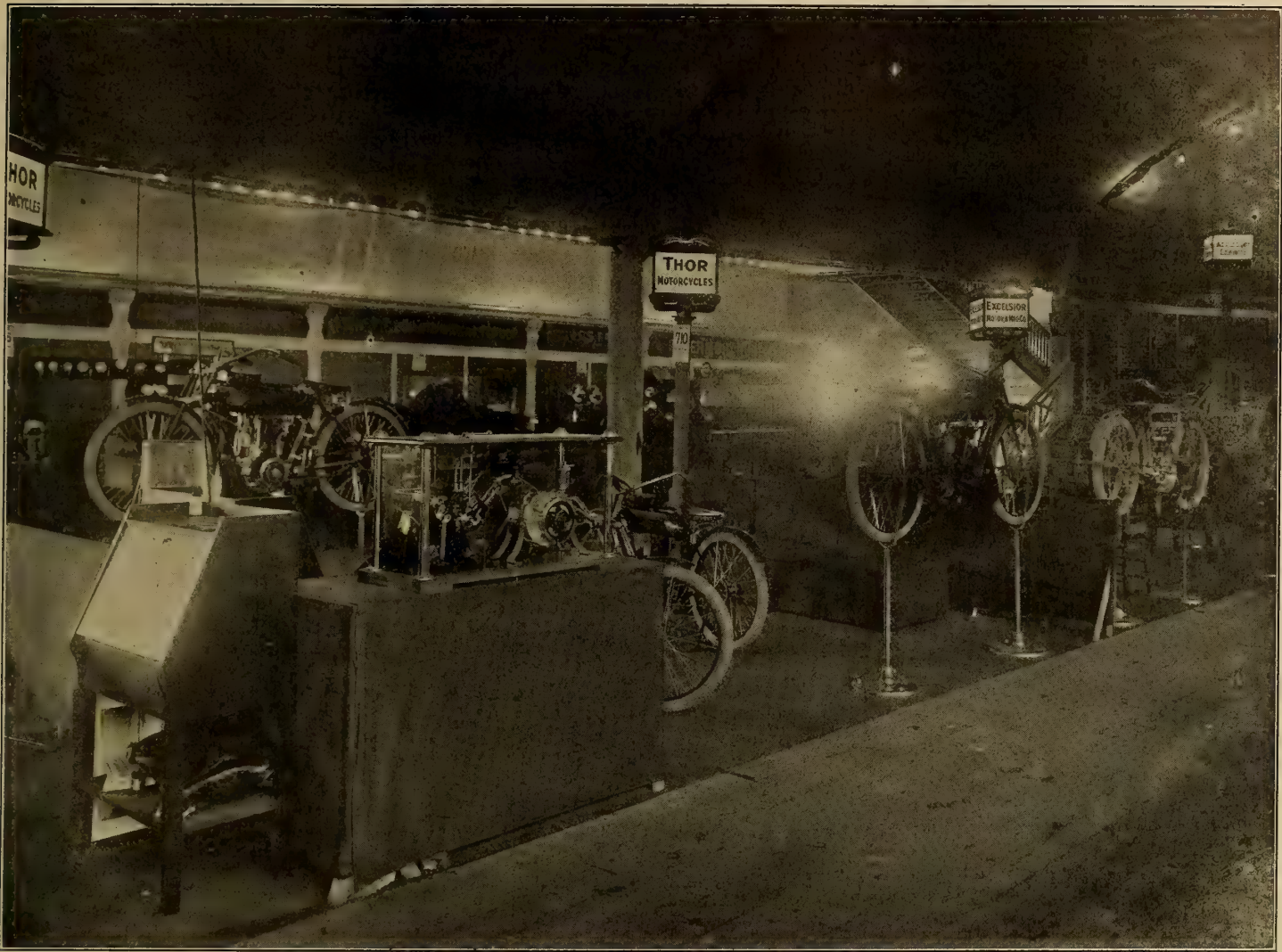
So totally different is it from its predecessors, and so many new and radical features does it contain, that the new R-S, built by the Reading Standard Co., Reading, Pa., never lacked an interested audience while the show was in session. Never in R-S history have such sweeping changes been incorporated in any model as in the present offering. So few of the old features have been retained, that it practically may be called an entirely new machine. The frame is designated as the "camel-back"

type, having a sloping top tube and auxiliary seatment tube, giving a low saddle and riding position well to the rear. All joints are heavily reinforced with outside lugs, and there is a heavy web back of the steering head. The familiar R-S plunger spring forks are retained, but have been strengthened at vital points. The engine, a single cylinder, rated at 4 horsepower, is new throughout. The R-S type of mechanical valves, side by side in pockets, are retained, and have adjustable tappets. The valves are interchangeable and unusually large. The main shaft is carried on imported ball bearings, while large plain bearings are used in the connecting rod. The wristpin is hollow and is locked to the rod, moving in a cast-iron bearing in the piston bosses. There is an oil window in the base. Extremely long valve and tappet guides of hardened steel insure valve alignment and minimize wear and springing of stems. The valve action is through roller bell cranks that are tripped by internal cams forged integral with the gears. The magneto is mounted back of the cylinder and is driven by an enclosed train of three gears. The magneto mounting is particularly neat the instrument being kept in alignment by dowels and strapped in place by a nickel plated brass strap hinged at one end and locked at the other by an eyebolt.

Cylinder and head are cast integral with horizontal flanges around the valve ports. The combustion chamber is concaved and is machine finished to remove the irregular projections. The piston also is concaved, giving a spherical combustion chamber and centralization of the explosion as well as uniform compression. Large fly wheels with heavy rims are used. The engine is cradled on platforms on the frame, which carry the weight, no load strain being imposed on the retaining engine bolts. A new carburetor of the automatic type is mounted back of the cylinder. The exhaust is passed out on the front side, where cool air is plentiful. Heretofore one of the leading chain drive machines, the R-S now has switched over to the flat belt entirely. The belt is  $1\frac{3}{4}$  inches wide and runs on flanged pulleys. Its tension is regulated by a ball bearing idler, the latter foot operated and locked by a pawl ratchet. The rear pulley and rim arms are made integral. There are two brakes, a Corbin band brake operated by the pedal, and a shoe brake acting on the inner face of the rear pulley and foot operated by pedal on the right foot rest. This latter brake is termed the service brake, and is intended for ordinary running, while the hub brake is for emergency use.

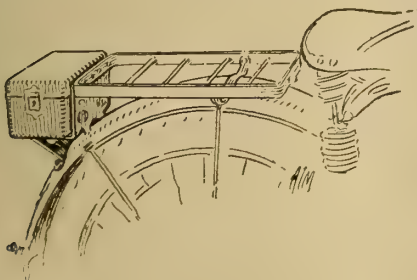
A new shock absorbing seat post with piston acting in a spring barrel is placed directly over the crank hanger. A friction disc to absorb the shock is part of the scheme. Compression and rebound helical springs are in the spring tubes, provided with adjustment for weight of rider. The





THOR AND EXCELSIOR MOTORCYCLES WERE NEIGHBORS

tanks are of the unit type with separate compartments, and have large filler caps. There is a reserve compartment in the gasoline tank that fills automatically and is brought into action by tilting the machine. Improved methods of fastening allow the removal of the tanks by taking out two screws. The gasoline capacity is  $1\frac{2}{3}$  gal-



METAL TOOL BOX AT REAR OF R-S LUGGAGE CARRIER

lons, and the oil reservoir holds  $1\frac{1}{2}$  quarts. A new eccentric in the hanger permits of independent pedal chain adjustment, without disturbing the belt tension.

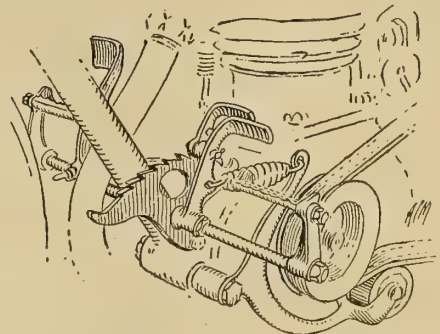
The handlebars are of new shape, with heavy forged stem that is keyed and nut locked against turning. The grip control

has a positive motion at all positions and stays set regardless of vibration. The cable system is used and it is unusually accessible. Detachable sleeves on the handlebar control expose the cable fastenings, which have a spiral feed and may be removed without the use of tools. Wide foot rests, adjustable for leg length and foot position, are fitted. In case of falls the foot rests protect the pedals and other parts, and are easily detachable if desired. All nuts either are cotter pinned or locked with spring washers. A sight feed oiling system is used. A neat felt-lined metal tool box with clasp is mounted on the rear end of the luggage carrier. The stand is automatic, and is held out of action by two coil springs. Three machines were shown—two finished models, and one polished metal skeleton chassis without power plant. The factory staff at the show consisted of W. F. Remppis, sales manager; W. G. Schaefer, George C. Smith, A. E. Griffiths, P. W. Newell and J. C. Miner.

#### RACYCLE.

One of the machines that has been entirely redesigned is the Racycle, built by the Miami Cycle & Mfg. Co., Middletown,

Ohio, and the new creation easily is the nattiest and best-looking machine that ever has borne the Racycle name. While there are four models, there is but one "chassis," to borrow an automobile expression, and the differences are in the types of belt,



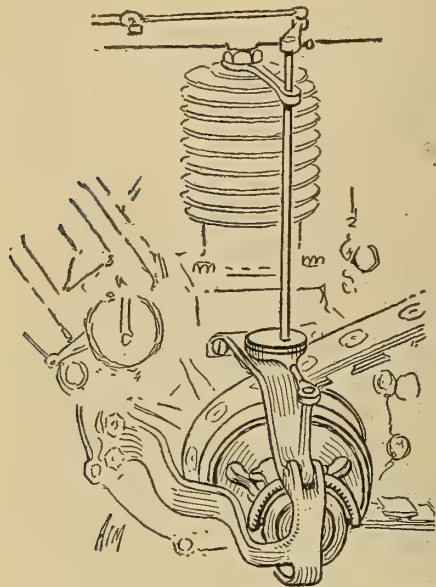
BELT TENSION AND RELEASE PEDALS ON THE R-S

ignition and the free engine clutch or direct drive. The frame is of the double bar key-stone type, with sloping top bar and diagonal head reinforcement. The Racycle fork of the barrel and plunger type is retained, and has three heavy coil springs, two compression and one acting as a buf-



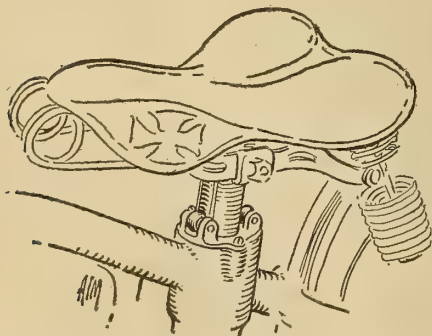
fer on the recoil. In addition, an air cushion is formed by the action of the spring barrel on the fork stem, giving a pneumatic action, and there is an adjustable spring barrel cap for varying the spring tension according to the weight of the rider.

This year the Racycle engine is of domestic make and in single cylinder form, as



FREE ENGINE RACYCLE DISK CLUTCH AND CONTROL

usual. It is of the medium speed type, and vanadium steel is used extensively in its construction. The mainshaft is carried on imported ball bearings, and all plain bearings are unusually large. The inlet valve is automatic, and both valves have adjustment for opening. The cylinder with head is an integral casting, and the piston rod is retained by a spring locking ring seating in a groove, dispensing with all screws or pins. The cylinder dimensions are  $3\frac{1}{4} \times 3\frac{1}{2}$



ROLLERS FOR RACYCLE GROOVED SPRING SEAT POST

inches, giving 4 horsepower. A free circulation of air around the valve chambers is provided.

Interchangeable ignition systems are used, the Bosch magneto being bolted to a forward platform. For the battery model a hollow platform carrying the coil on top is substituted, the breaker box being on the left side of the hollow box, and the timer shaft passing through it. The same timing gear sets are used for both systems. Two

batteries are carried, each in an individual aluminum case strapped to the rear diagonal tube in front of the seat. Mixture is furnished by a Brown and Barlow imported carburetor with hand regulation of air and gas from the bars, giving a very fine adjustment and unusual flexibility and economy. The exhaust is passed through a straight tube direct to a large muffler under the hanger. Oiling is by adjustable sight feed. Acknowledgment of the desirability of ample spring suspension is found in the spring seat post, the spring arrangement being similar to that in the fork, although the spring action is the reverse. Convex rollers in concave grooves on the front and rear sides of the seat post take the side thrust. The mounting of the spring seat post in the hanger tube and below the top bar line gives a low and rear saddle position. Transmission is by either V leather belt or flat belt with spring tensioned hand idler. Both pulleys are flanged on the flat belt model.

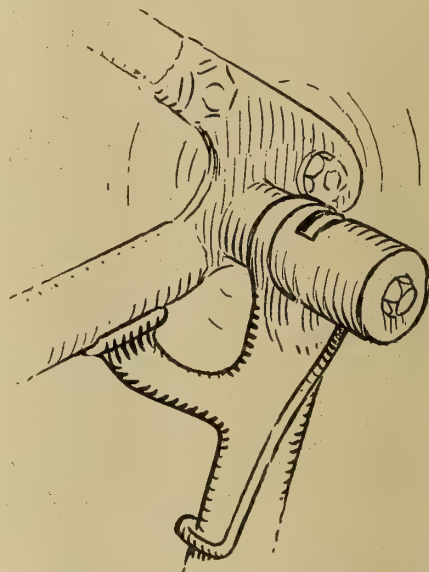
Simplicity is the keynote of the Racycle dry-plate clutch with double friction faces. It is operated from the handlebar through cables, eccentric link rod and four dogs, and has a smooth engagement. Both sides of the friction plate are faced with sole leather, which has long-wearing qualities and easily is renewed at small cost. A large ball thrust bearing takes up the end thrust when the clutch is engaged. To protect it from injury in case of falls, the clutch is surrounded by a three-legged guard rail, which also serves as a support for the eccentric operating link. The tanks are of the combination type with separate units for oil and fuel. All control is from the grips and hand levers on the bars.

Oil troubles in the timer are reduced by placing the contact points at the top of the case where they will be out of the way of any oil that may find its way in. The breaker mechanism is of simple and original design, and is very accessible and easily cleaned. The Fauber ball-bearing hanger with eccentric chain adjustment is used. A heavy forged handlebar stem is fitted and is locked against turning. The brake equipment is the Musselman air-cooled device. Other up-to-date conveniences include knock-out front axle, tire chain clearance in front fork, large filler caps, independent rear stand attachment, metal tool box on rear guard, cut-out and long rear fork ends for belt adjustment. The standard finish is orange with red striping. Two machines were on exhibition—one with battery, flat belt and rigid drive; the other with V belt, magneto and free engine clutch. The representatives at the stand were: K. R. Jacoby, vice-president; E. M. Jackson, secretary; W. K. Aurandt and Gus Habich.

#### N. S. U.

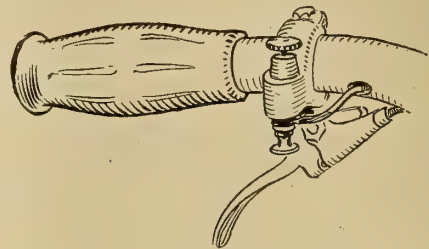
So Americanized has the N. S. U. become that not a few of the show visitors were deceived as to its birthplace, although the N. S. U. Motor Co., New York, which im-

ports it, is proud to proclaim its German origin. While conservatism still governs the general features, the improvements and refinements on the models for America make the machines better adapted for American roads and conditions than ever before. The line is well balanced and complete, consisting of a  $2\frac{1}{2}$  horsepower single,



AUTOMATIC THROWING-UP SPRING ON N. S. U. REAR STAND

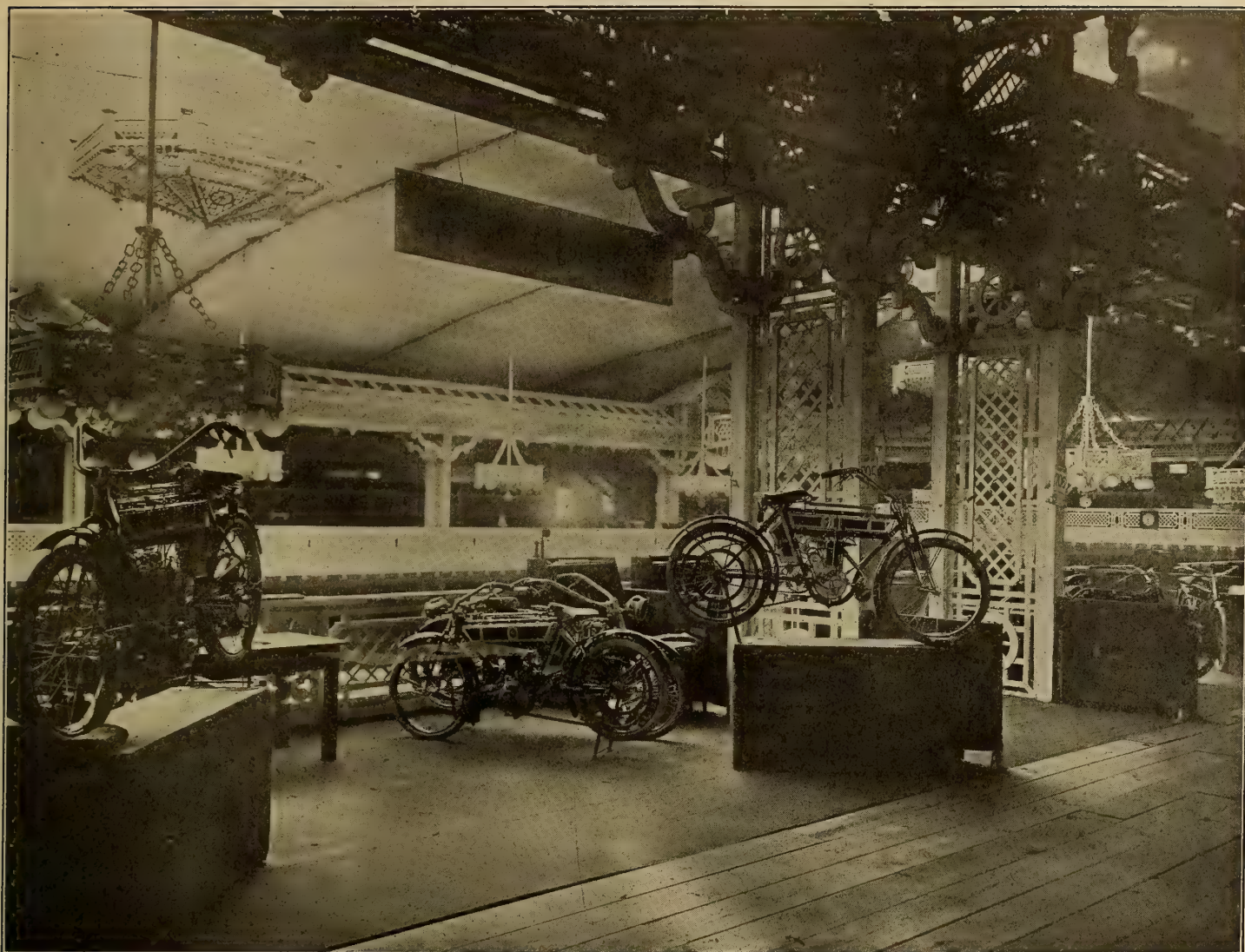
a 4 horsepower single, a  $3\frac{1}{2}$  horsepower twin and a 6 horsepower twin DeLuxe. The  $2\frac{1}{2}$  horsepower single and  $3\frac{1}{2}$  horsepower twin are new models, and have the new loop spring frame. The twin is undergeared. On the 4 horsepower single and 6 horsepower twin the keystone frame is used, the spring frame feature also being incorporated. All of these models, as well as a 4 horsepower cross-continent machine ridden from San Francisco to New York last summer by William Streiff, with its "saddle bags" and mud still intact, were exhibited.



SIMPLE MAGNETO CUT-OUT ON IMPROVED N. S. U. CONTROL

Close inspection of the various models reveals a lot of clever little kinks that will be appreciated by the rider, as, for instance, a neat magneto cut-out button on the left-hand latch; a quick detachable carburetor spray nozzle that is easily cleaned and permits of changing jets for racing, economy or hill climbing with little trouble; a rear stand spring, making the stand automatic in action; strainers in the tanks; riveted tanks; sure tight gasoline shut-off





N. S. U. AND RACYCLE SPACES WERE BACKED BY THE RAIL

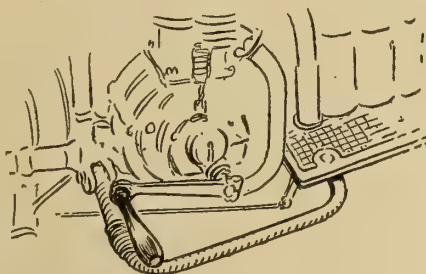
valve with guide tube to facilitate seating; a gasoline gauge graduated in pints; an adjustable pulley that requires only a screw-driver to change gear ratios; heavy black horn grips; large filler caps; a generous sized metal front splash that holds its shape; an extension front guard; carburetor float chamber overflow pipe, and adjustable foot rests.

Typical N. S. U. features such as overhead mechanical valves; undergeared transmission with slidable engine pulley on rack and pinion motion for belt adjustment; air and gas control on carburetor; independent magneto control; plunger spring forks; heavy tubular reinforcements in the steering head; double brakes with large contact surface; large metal tool case; protected magneto position, and planetary two-speed gear, remain unchanged. In charge of the exhibit was E. Kicherer, American manager, assisted by Fred Voelker and William Streiff.

#### NEW ERA.

Changes galore, some important, others of a minor nature, mark the 1911 New Era Auto-Cycle, made by the New Era Auto-

Cycle Co., Dayton, Ohio. These, however, do not include the abandonment of any of the features that always have distinguished the machine, but make for increased mechanical efficiency and durability.



RUNNING POSITION OF NEW ERA STARTING CRANK GUARD

As before, there are two sizes of motors—both singles, but the power has been increased, and they now are rated at full 4 and 6 horsepower respectively. Ball bearings of large size this year are used on the crank shaft, which is a one-piece forging of vanadium steel. A hand operated exhaust lift has been added. The planetary transmission has been made much larger

and heavier, and now is entirely enclosed. Ball bearings also are used in the lower fork links, and the fork is now of new design. The outer fork sides have been carried up to the head, making a stronger construction and permitting a double handlebar stems to prevent turning.

The frame has been made heavier and refined in outline. The saddle has been dropped three inches, and the wheel base increased two inches. There is an oil window in the engine base; an aluminum battery case on the footboards; aluminum footboards tilted to the rear to give easier foot position; choice is given of magneto or battery ignition; the low-gear ratio has been lowered; Timken roller bearings are used in the rear wheel, and the oil tank is larger and is made integral with the frame. The exclusive features, such as dropped frame, method of cradling the engine, direct chain drive and pedal control all are retained. With the magneto system the Eisemann instrument is used, and with the battery system, two cells and Pfanstiehl coil are used. An internal expansion brake of large size is placed in the rear hub. Little details of importance are a foot cut-



out for the magneto, an extension front guard, pressed steel tanks, padded form seat, double grip control, gravity oiling system and heavy driving chain.

A new model shown for the first time was a delivery van fitted with a 6 horsepower motor. The chassis is of pressed steel, with three-point suspension, power

plant in the rear, 26-inch wheels, 3-inch tires, semi-elliptic springs and large carrying capacity. In general the power plant is the same as on the touring model of the same power, but a heavier brake is fitted. Large front fenders with inside splashers and front and top doors are features of the parcel box. The standard size

box is 48x28x24 inches, but special sizes are made to order. In addition to the van, two 4 horsepower touring models, one with battery ignition and tandem attachment, the other with magneto and single seat were shown. Present from the factory were: J. D. Platt, Jr.; L. M. Brannon, designer, and J. Campbell.

## Among the Motorcycle Accessories

Wonderful development in the special field of motorcycle accessories was made manifest at the exhibit of F. A. Baker & Co., of New York City, where an eye-opening array of new devices especially for motorcycles was staged. The house of Baker has made the motorcycle accessory field peculiarly its own for several years,

bureters and the like. Baker representation at the show included Walter Goerke, Ferdinand Mercier, F. K. Pierce, Arthur Brown, Arthur Ralkaw, H. S. Sanborn, H. Bernard, H. F. Bidwell and A. H. Patterson.

With a motorcycle all fitted out with handlebar winter muffs, magneto protector, front carrier bag and other special equipment produced in fabric, rubber and enamel cloth, the motorcycle specialty exhibit of the Nathan Novelty Mfg. Co., New York City, was one of the real attractions of the motorcycle section, in that it, too, showed the specializing that is being done in the devising of contributions to motorcycling comfort and utility. Quite a variety of motorcycle leggings, puttees, over-gaiters and trouser guards was shown, together with things for the motorcycle itself, such as complete dust covers for the whole machine when the latter is idle, luggage carrying bags, inner-tube bags, tool bags, tool rolls, lamp covers, magneto covers, hand shields for the handlebar, and a fabric mud guard and skirt protector for enclosing the whole upper part of the rear wheel down to the hub. Like the hand shield or muff, the skirt protector is something entirely new as a regular product, and indicates the progressiveness with which the Nathan line is being expanded to meet motorcycling conditions. Visitors were taken care of by Edwin Nathan, Henry Baer, C. J. Wolheim and C. P. Nathan.

"Number Ninety," which is not a theater carriage call but which is a new motorcycle lamp, was the headline offering at the motorcycle section headquarters of the Motor Car Equipment Co., of New York City. This is a new imported lamp selling for \$6 and having a genuine lens mirror and self-contained generator. But the lamp was only a starter for what the inquirer might see in motorcycle goods. For those who like good-luck charms, special sizes of "Gobbo, the God of Motoring," were provided, suitable for mounting on a motorcycle, or, if the motorcyclist preferred a symbol of both speed and patriotism, he could obtain an ornamental eagle for his machine. The new three-tone Testaphone bugle horn for motorcycles also was on view, together with imported Ninus motorcycle tire tools especially suited to handling motorcycle tire repairs on the road. Sirens in various types were displayed, the exhibit also including self-lighting lamps, Grab pump connections, French mica spark

plugs, Ronson wrenches, the new Ellis one-piece screwdrivers, goggles, clothing and a host of standard motorcycle articles in common use and enjoying high reputation. The head of the company, Carl Kaufman, who recently returned from Europe after arranging to handle the American sale of the best of the foreign motorcycle accessory



CAVALRY TYPE OF MESINGER

and the result was apparent not only in the display it offered, but in the gathering of dealers interested in goods relating to the motorcycle. The Persons Mfg. Co., of Worcester, Mass., made the Baker exhibit its headquarters, the newest models of Persons motorcycle saddle being shown. Charles A. Persons, the president of the Persons company, was to be found in the motorcycle section during practically all of the week. Twentieth Century and Old School motorcycle lamps divided honors in a display at the very front of the exhibit, and the visitor was given opportunity to examine a new flat belt emergency fastener, new oval bell horns, Continental raw rubber repair patches, Anderson glass spark plugs of the 1911 type, Simplex magneto handlebar switches, Nightingale exhaust whistles, flexible cable clips, valve turning tools, new effects in motorcycle clothing and mechanical siren signals. Mossberg wrenches had a display stand of their own, and the Baker standard line of accessories, already well known as indicated by typical examples, such as ammeters, idlers, car-



NARROW POMMEL MESINGER

offerings, was on hand at the motorcycle section exhibit no small part of the time, while the men on the firing line were: W. Friedlander, S. Goldberg, S. Waldman, H. Smith, A. R. Klein, Frank Bosfert and E. Lenz.

No more "still life" effects prevailed at the lively demonstration space occupied by the Eclipse Machine Co., of Elmira, N. Y., as a powerful electric motor provided movement to a motorcycle main shaft in a motorcycle frame that was mounted up for the purpose. On the main shaft an Eclipse free engine clutch was fitted, and by means of the control fitted to the handlebars of the tankless but belted and otherwise fairly complete motorcycle, it was possible for the visitor to test for himself the operation and efficiency of the Eclipse clutch system. The new Eclipse clutch has been improved over that of last year by making the engaged or driving position the normal position, so that if by any chance the control system should be injured by accident, the clutch will be capable of driving the machine just like a fixed drive. The





MARVEL AND M. M. EXHIBITS ADJOINED

free engine variable speed effect is obtained by the raising of the lever control on the handlebar. The Eclipse motorcycle brake was shown in two sizes—the model A being 513-16 inches from out to out of cones, and the model B being  $6\frac{1}{2}$  inches, both models having suitable range of variation in chain line. The essential construction of the brake is unchanged from last season, the lever and wedge principal having proved entirely successful. The outside surface of the expanding brake sleeve and the inside face of the hub shell against which it presses when the braking effect is sought are both carefully machined so that their whole surfaces are engaged, and there is no cutting or burning action at points coming into contact unevenly. Knock-out front hubs and axles, bicycle coaster brakes and other Eclipse motorcycle and bicycle accessories and fittings constituted the balance of the exhibit. The company's show contingent included J. C. Ferguson, F. S. Ellett, William Breiting and W. H. Stevens, while Ralph D. Webster, the vice-president of the company, also was present for part of the week.

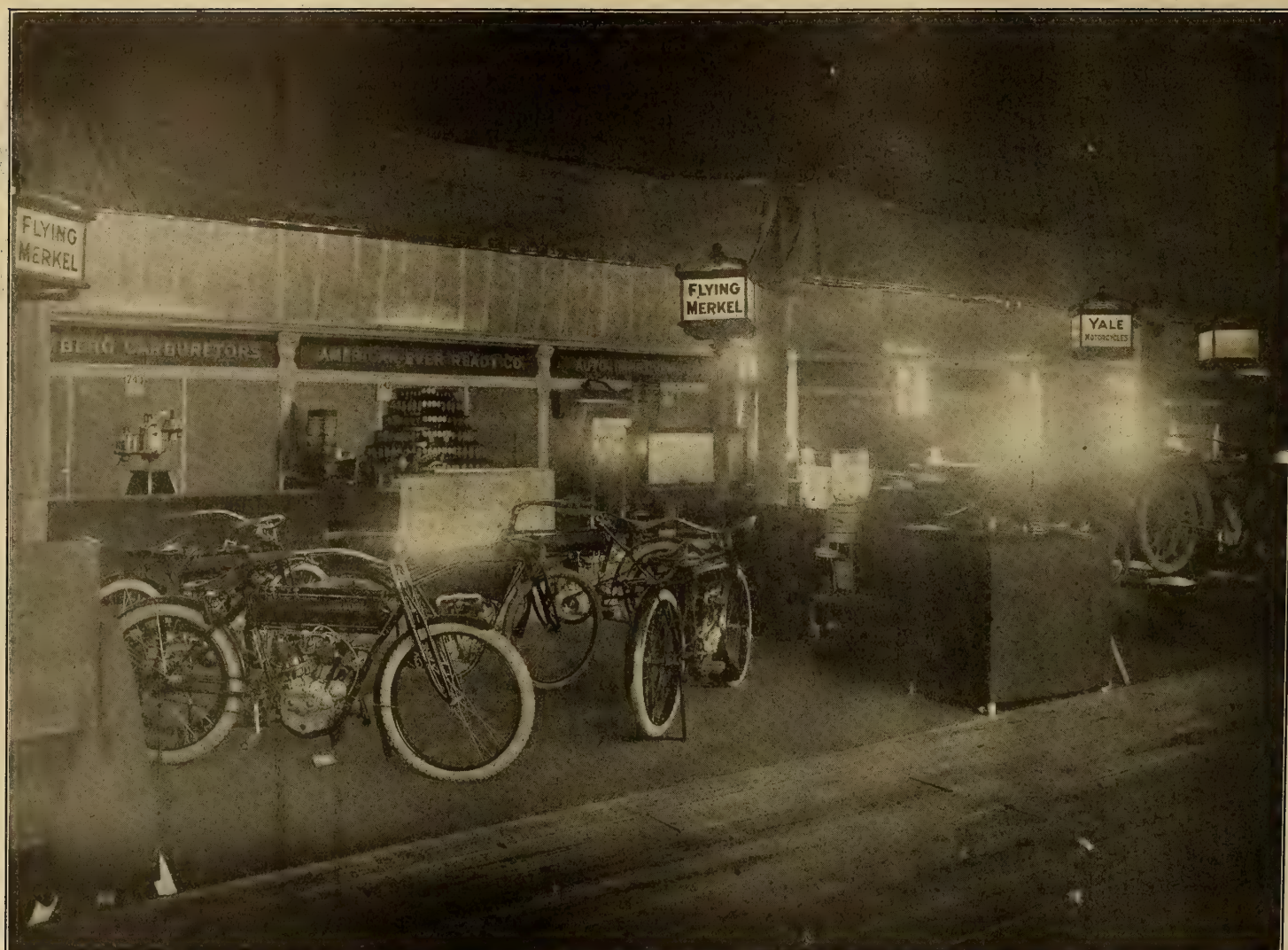
Its factory crowded with equipment business for the coming year, the H. & F.

Mesinger Mfg. Co., New York, made little attempt at its space in the motorcycle section to do much "pulling-in" of retail buyers for Mesinger motorcycle saddles, although the particular merits of the saddles were politely and carefully explained to everyone who manifested an interest in the saddle subject. H. Mesinger and F. Mesinger themselves were present to meet the trade. Samples of the latest saddles were shown on a display stand, together with saddle frames and parts, as an aid to making clear the construction. By practically doubling the size of its factory, the company now has a metal department that makes every part belonging to a saddle, except the wire springs. The clamps for the saddles are forged out of soft steel, and every piece is carefully case hardened. The side plates and other parts are stamped out of 40 per cent. carbon steel. With the nickel plating and enameling plant in the same department, the various metal parts come finished to the assembling department, which adjoins the leather department. Among the most important features of the Mesinger motorcycle saddle is the shock absorbing construction, involving fiber friction washers on either side of the

saddle frame. These washers dampen or check the saddle movement through an extended arm connected to the upright pin attached to the rear springs, making sufficient friction to absorb the effects of heavy jolts through the motorcycle frame. The tops of the saddles have a special form to hold the rider from sliding back. The pommel is made very narrow, making a sharp outward curve at the main part of the seat, insuring a secure and comfortable seating. Low saddle position has been provided for in the 1911 product, and in the cavalry type the seat is divided, being cut through the center to allow a lower position and prevent the seat post from knocking against the solid base. All of the saddle tops undergo a special process to prevent subsequent stretching, and the tops on the standard models are made with full backs of steer-hide leather.

Chrome tan colt skin leather for motorcycle gauntlets and mittens was the gospel preached at the Grinnell glove exhibit, where a variety of handwear for the rider was laid out, the Wrist-Fit style with a small strap and buckle at the wrist being especially featured. J. T. Wherrett was in charge for the Morrison-Ricker Mfg.





MERKEL AND YALE WERE IN THE MIDDLE OF THE ROW

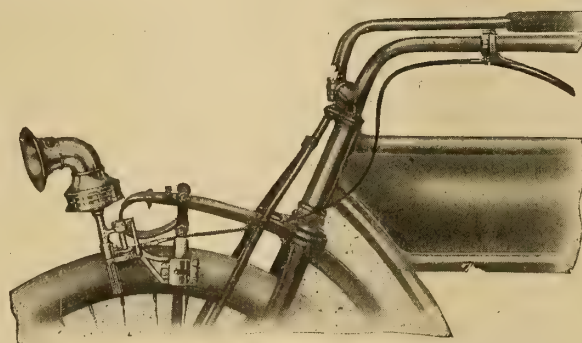
Co., Grinnell, Ia., assisted by M. D. Ancel. The Syracuse & Elbridge Glove Co. had a like glove exhibit nearby.

An ingenious spark plug, having a hole right down the center from the top of the outside stem to the bottom of the central electrode was among the offerings of David H. Cox, of Roselle, N. J., who had a space in the motorcycle section, and who also exhibited flexible connections for lamps, tire vulcanizers and tire repair sundries. The hole in the plug is to serve as a pet cock when need be, either to relieve compression or to permit priming. Normally the top of the hole is closed by a small capscrew, but the screw is easily removed. A further advantage claimed for the plug is that by removing the screw and looking down the hole, it is possible, without removing the plug from the cylinder, to see whether it is sparking properly or not.

Almost every imaginable form in which asbestos may be woven, pressed, shredded or combined was shown at the exhibit of the H. W. Johns-Manville Co., of New York, which faced the motorcycle section. The company's J-M non-burn brake lining in various styles was the chief of its offerings for motorcycle use.

Checker tread Empire tires for motorcycles, red butt-end tubes and motorcycle tire "preservers" or protection pieces were the offerings of the Empire Tire Co., of Trenton, N. J. J. M. Shackleford, the New

York City branch manager for the company, and R. E. Gillam, of the Newark branch, handed out the souvenirs. Like a young motorcycle show itself, the speedometer exhibit of the Stewart & Clark Mfg. Co., Chicago, Ill., contained no less than four gaily decorated motorcycles, each fitted with a Stewart speed indicator driven



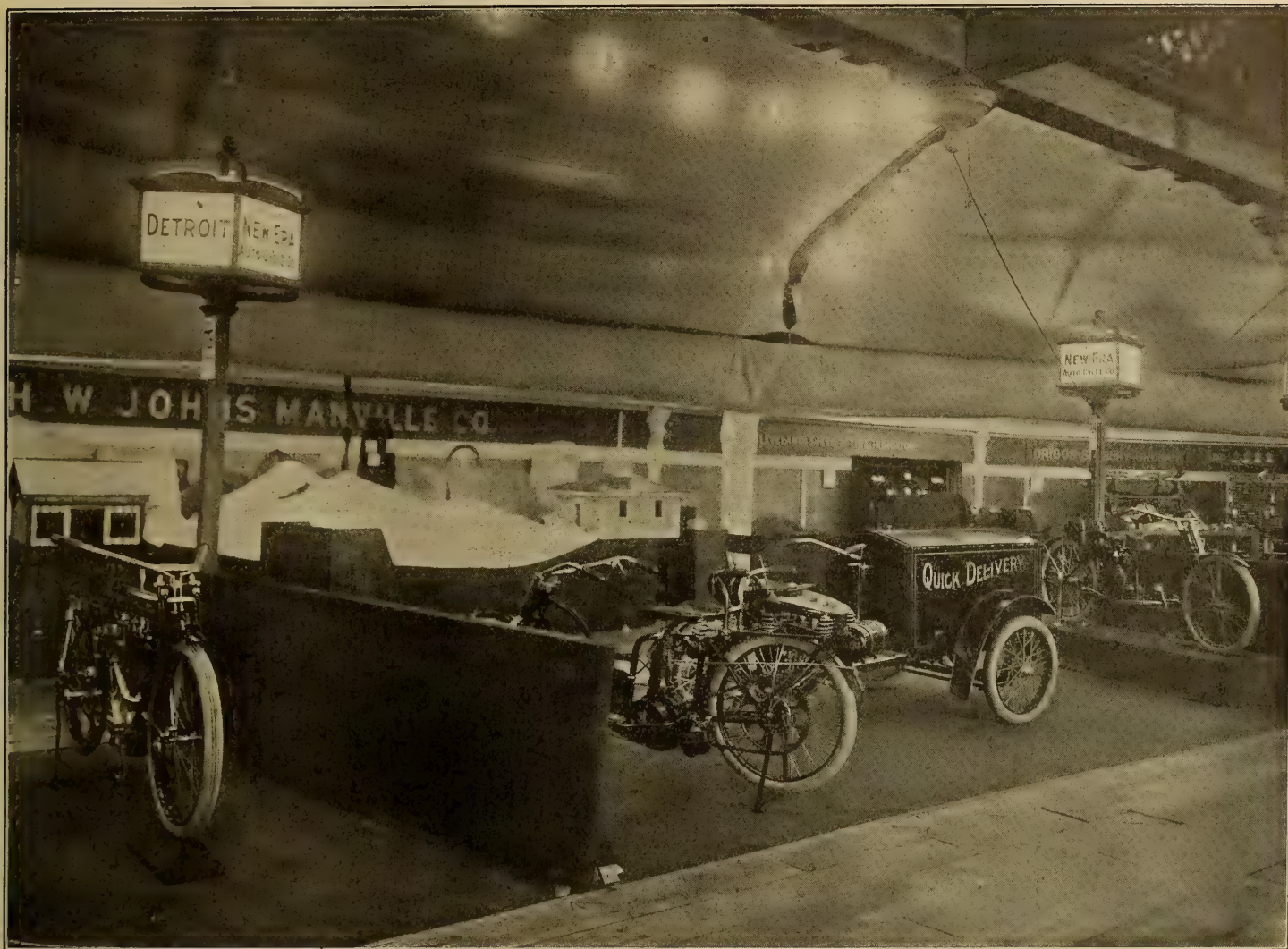
MOTORCYCLE SIRENO AS APPLIED TO THE INDIAN

by a spring belt from a pulley attached to the front wheel. The motorcycles thus equipped were a twin Indian, a four-cylinder Pierce, a Harley-Davidson and an M-M, and in each case the Stewart drive

system was revealed as suiting the peculiarities of the individual make of motorcycle. The Stewart interests at the show were taken care of by Frank M. White, M. Hill, E. F. Levy, F. O. Fleischer and R. H. Phinney.

Coaster brakes and ball bearings for motorcycles were to the fore at the exhibit





DETROIT AND NEW ERA WERE LOCATED IN THE "CURVE"

of the New Departure Mfg. Co., of Bristol, Conn. The New Departure motorcycle brake is of the internal expanding band type, and is made in proportions suitable for the high powered machines of 1911 vintage. DeWitt Page was present for the company's executive department, and D. F. Graham, mechanical engineer for the company, also was in evidence, together with Milo Horton, W. R. MacGuyer and J. J. Jennings.

Ingenious testing and demonstrating devices were a feature of the display made by the Bosch Magneto Co., of New York City, which soon is to have its big new American factory in operation in Springfield, Mass. Comparisons between magneto and battery ignition, showing battery spark "lag," as compared with magneto, were given on a special testing machine. The Bosch magnetos for motorcycle single cylinder and twin engines were conspicuously displayed. V. J. Kliesrath was in charge of the exhibit, with E. J. Williams, Al Poole, J. C. Barnaby and the company's manager, H. Hyde.

On the lower floors of the Madison Square Garden, somewhat removed from the motorcycle section, were the exhibits

of a number of manufacturers who produce motorcycle goods in addition to auto-



NATHAN COMBINATION LEGGIN

mobile products, as in the case of Badger Brass Mfg. Co., of Kenosha, Wis., with Solar lamps and generators, including a

new style of headlight with side bracket lugs; the Sireno Co., of New York City, with a motorcycle Sireno; the Standard Welding Co., of Cleveland, Ohio, showing samples of tube work and electrically welded fittings; the J. S. Bretz Co., of New York, exhibiting motorcycle sizes of the U. & H. magneto with the "master interrupter"; James L. Gibney & Bro., of Philadelphia, Pa., electric vulcanizers; the New York Sporting Goods Co., New York, motorcycle accessories; Whitney Mfg. Co., of Hartford, Conn., chains; and others.

The tire manufacturers were particularly strong, including the G & J Tire Co., of Indianapolis, Ind., showing the 1911 styles of G & J motorcycle tires; Morgan & Wright, of Detroit, Mich., whose exhibit had as a feature the tire used by Jacob DeRosier in his record-breaking ride at Los Angeles, showing the side wear caused by his great speed on the circular track; the Diamond Rubber Co., of Akron, Ohio; the B. F. Goodrich Co., of Akron, Ohio; the Hartford Rubber Works Co., of Hartford, Conn.; the Goodyear Tire & Rubber Co., of Akron, Ohio, with a special display stand for Goodyear "blue streak" and road tires; the Continental Rubber Works, of





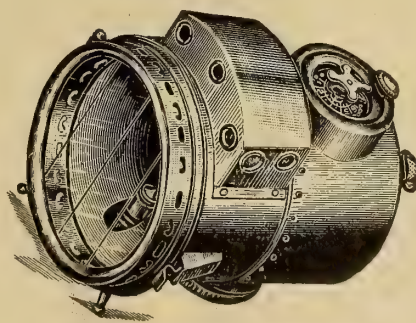
"AROUND THE CURVE"—PARTIAL VIEW OF THE EAST END OF THE BALCONY

Erie, Pa., displaying Continental-Erie motorcycle tires in non-skid tread designs, together with inner tubes; Fisk Rubber Co., of Chicopee Falls, Mass., staging Fisk tires with Gripfast and Bailey treads.

The Manufacturers Foundry Co., of Waterbury, Conn., was on hand with samples of the cylinder castings it is making for various motorcycle manufacturers; while the coil manufacturers, such as the Pittsfield Spark Coil Co., of Dalton, Mass., and the Connecticut Telephone & Electric Co., of Meriden, Conn., had samples of their high-tension coils for motorcycles. The large space of C. F. Splitdorf, of New York, not only had the new Splitdorf magnetos for single and twin engine motorcycles, but also spark plugs and a number of ignition accessories. The Thermoid Rubber Co., of Trenton, N. J., and the Royal Equipment Co., of Bridgeport, Conn., exhibited Thermoid and Raybestos brake linings respectively.

Speed indicators for motorcycles formed part of the array at the stands of the Warner Instrument Co., of Beloit, Wis., and the Jones Speedometer, of New York, while the Standard Thermometer Co., of Boston, Mass., also had a device of this character.

C. A. Shaler Co., of Waupun, Wis., demonstrated a special motorcycle size tire vulcanizer, and the Veeder Mfg. Co., of Hartford, Conn., put Veeder cyclometers for motorcycles well to the front. The Herz



"NUMBER NINETY"—A NEW LAMP

magneto for motorcycles was in evidence in all its forms at the space of Herz & Co., of New York City, and the Homo mixing device for engine intake pipes was offered in a motorcycle size by the Gasoline Motor Efficiency Co., of Jersey City. The Diamond Chain & Mfg. Co., of Indianapolis, Ind., again presented Diamond motorcycle chains; the Nightingale Whistle Co., of

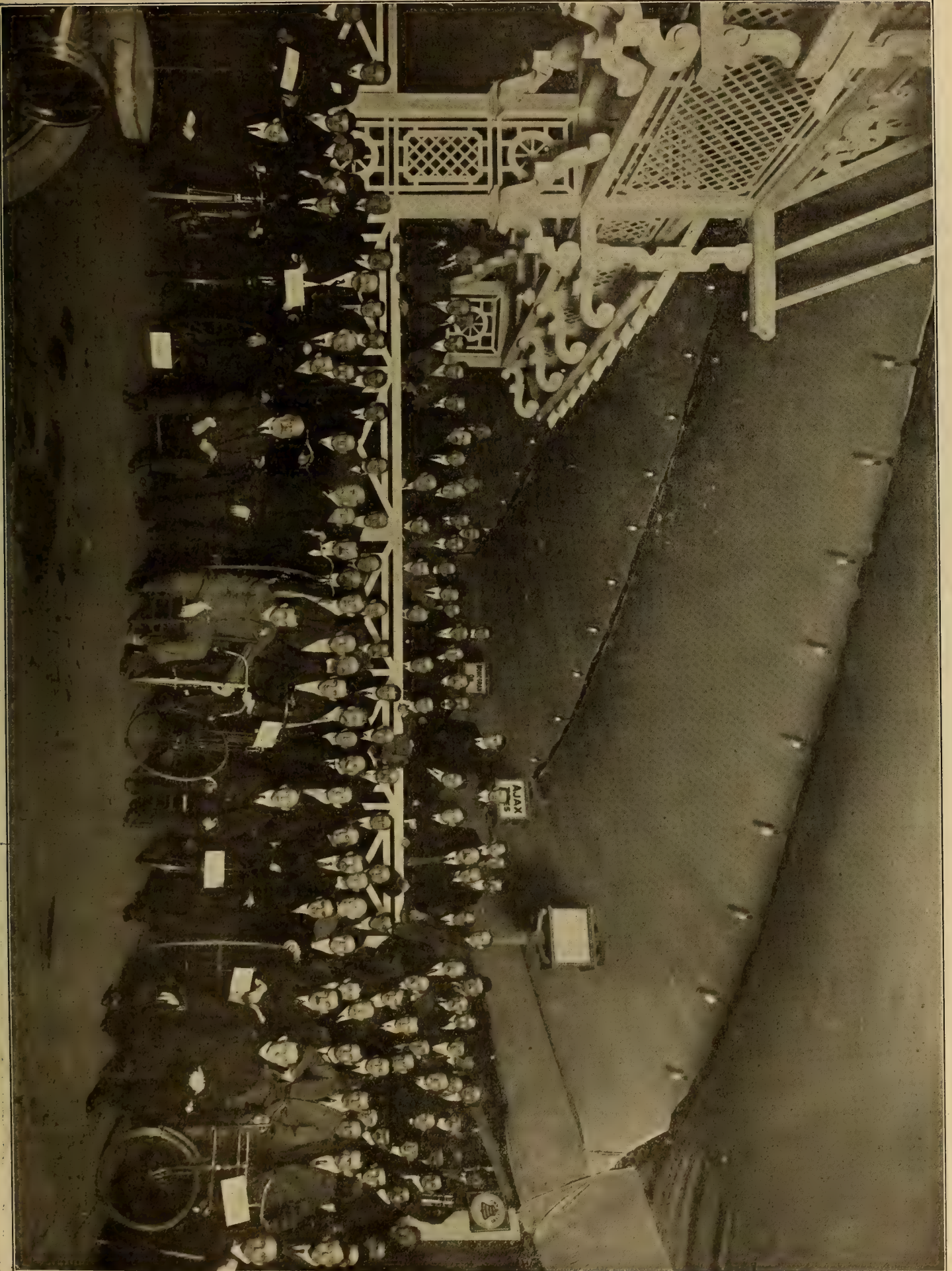
New York City, was on hand with Nightingale motorcycle exhaust whistles; the Gilbert Mfg. Co., of New Haven, Conn., disclosed a line of magneto covers and other water-proof fabric specialties. In addition, most of the lubricant companies had special oils and greases for motorcycle use, while many of the prominent carburetor manufacturers evidenced a growing interest in the motorcycle by showing small carburetors that might be adapted to motorcycle service.

#### Cycle Veterans "Flashed" at the Show.

Not the least of the show exhibits designed to interest the general public was an historical loan exhibition of velocipede, tricycles and bicycles by the Pope Mfg. Co., of Hartford, Conn., showing machines dating back to 1846 and earlier, and including the old high wheel or "ordinary" types. Many bicycle veterans, attracted by the exhibit, were corralled for a flashlight picture on Tuesday night, 17th inst. After the taking of the photograph, some of the veterans gave fancy exhibitions of riding the old high-wheelers, their path being the broad aisles of the upper balcony, after the public was gone.



GATHERING OF BICYCLE VETERANS AT MADISON SQUARE GARDEN SHOW, JANUARY 17, 1911.





## WINTER RIDING IN OHIO MEANS MUD COLLECTING.



In a recent journey from Dayton to Cleveland a New Era rider found some of the roads almost impassable except for a machine with two-speed gear.

**Bucking Snow with a Motorcycle.**

Choosing a motorcycle in preference to a railroad train as a means of transportation to make a business trip in the middle of winter, even while there is two feet of snow on the ground, would seem to be stretching confidence in the abilities of the two-wheeler to the breaking point, but this is what Fred L. Hunt, a Rochester (N. Y.) motorcyclist, did recently, and the way in which the machine pulled him through shows that his faith in it was not misplaced. Hunt had occasion to visit Batavia, 35 miles distant, and decided that instead of lounging on the cushions, he would try out his Indian and see what the new clutch would do in the drifts. After stowing himself away in a most complete outfit of winter apparel, consisting of two flannel shirts, three sweaters, a padded coat, a rubber coat, two pairs of trousers with paper laid between the garments, two pairs of hose and a pair of high-laced boots, he started out.

Nothing eventful occurred until five miles outside the city, when he came upon a big drift that extended across the road. Hunt did not know what would happen when he hit it, but he did not hesitate. After easing the clutch slightly, he sailed in, and as the front wheel commenced to mount the snow he tightened the clutch, turned on the full power and hung on. The response was instantaneous, and the powerful engine churned the rear wheel like a rotary plow, throwing clouds of snow into the air. As there were no chains on the tires, the

wheels executed some fancy steps, but both machine and rider came through right side up. Further on the road had not been broken open, and Hunt had nothing to guide him but the fence rails, and frequently found himself in two-foot drifts. When this happened he got off the machine, let the engine run and, after pulling the machine out of the drift, restarted. After a continuous fight with drifts he reached Batavia in four hours after starting, and began the return trip an hour and a half later. By this time the roads had been broken, but the holes made by the horses' feet made it necessary to release the clutch every time the wheels dropped into the depressions, and as the wheel struck bottom, let in the clutch and pulled out. Hunt says a direct drive machine never would have come through such going. He made the return trip in three and one-half hours, entirely on his own power.

**Asbury Park Races Formulated.**

Arrangements are going forward rapidly for the series of motorcycle race meets which are to be held at Asbury Park, N. J., during the coming season. The promoters of the events, E. A. Harvey and R. A. Van Dyke, are very much encouraged by the enthusiasm with which their project has been received by the riders and the public. An indication of the manufacturers' interest which is being shown is given in the fact that the Miami Cycle and Manufacturing Company, making the Racycle line of motorcycles and bicycles, has offered a silver

loving cup, the conditions of competition for which are being formulated.

The opening meet of the series will be held July 4 and will be followed by others each Saturday until Labor Day, September 4, when the track will close for the season. In case of rain postponing the races on Saturday, they will be held on the following Wednesday. Negotiations are being made with the stars of the sport, including such men as DeRosier, to appear in the events. The races will be held on a third of a mile dirt track which is capable of being put in very fast shape. The stands have accommodations for about 2,675 persons, the grand stand holding 1,800, 46 private boxes seating six each and the bleachers taking care of 600. In addition there is parking space for about 300 automobiles or some 3000 people may view the events from the in-field. The track is so arranged and of such a size that an uninterrupted view of the entire course is possible from any seat, so visitors may see the complete race from their seats. Such strong pressure has been brought to bear on the management to add a series of bicycle meets to their program, and they have been approached from so many angles with a similar request that steps are being taken to add the pedal events to the prospective cards.

**Will Fight for California Good Roads.**

An association for the improvement of the local roads was formally launched at the club house of the San Francisco Motorcycle Club on the 6th inst., and constitution and by-laws adopted. The association is receiving the support of both the motorcyclists and automobilists, the next meeting being called at the home of the San Francisco Motor Club, where a plan of action will be formulated.

**UP A SAN FRANCISCO HILL.**

W. G. Collins tries his free engine 4 h. p. Indian on 16 per cent. Gough street.



## BUFFALO AMATEURS IN A GRIND

Ten Hour Team Race Results in Victory for Schieder and Delling—Tumbles Painfully Frequent.

The banked saucer of the Broadway Arsenal attracted a good portion of Buffalo's cycle fans when the amateur ten hour race started on the 16th inst. at 1:30 o'clock in the afternoon. The previous six day grind, far from satiating the appetites of the spectators, seemed to have whetted them, for the house was packed. The contest afforded a combination of comedy and excitement, for there were many spills and brushes. However, with the exception of Adam Fischer, who opened up an old wound in a collision and was compelled to retire, the mix-ups were without serious results.

When the bell sounded for the final mile of the race, three teams were tied for first place, and in the final sprint these were represented by Schieder, Schudt and Arenz. During the first two laps the three men took it easily, but on the third Schieder jumped to the front and rode high up the track to forestall a jump on the part of either of the other two. He was not headed, however, and won handily, Schudt having hard work to nose out Arenz, the time for the mile being 3:05. J. M. Tanner, Anthony and Hoover were the men picked to represent the second division teams in the final burst of speed. Tanner was close pressed by Hoover, who beat Anthony by a small margin. Schieder's victory was popular with the crowd, and he accomplished the double purpose of winning this year's race and avenging himself for last year's defeat.

Nine, or more properly speaking, eight and one-half, teams faced the starter, Fischer, whose partner failed to show up, starting alone in the hope of teaming up with some rider whose team mate might be compelled to retire. In this he was not disappointed, as one of the Hoctor brothers dropped out shortly after the start, Fischer teaming with the other. The combination was compelled to retire when he had his bad fall. Lap gaining was often spoiled by falls, some of which appeared more or less purposeful, the participants not appearing to suffer injury.

At first the speed was so slow that many tumbles resulted, but this was overcome by the management announcing that in case of falls resulting from slow riding the remaining riders would be credited with as many laps as they could gain. This had the desired effect and the pace became much faster, to the delight of the spectators.

At 3:30 Burke and Hoover opened up a big lead and had a great opportunity of getting away with a lap, when Arenz fell and the field pulled up. Several sprints by Schieder, Arenz and Schudt so tired the

field that when Schell started something a little later, Flach and Saffors were lapped. A short time later Kriegbaum started the excitement and the terrific pace was kept up by Schieder, Delling, Arenz and Schudt, while Krushel added a few finishing touches in the speed line. Due to a wide pick-up in this excitement, the Tanner brothers were penalized a lap and Flach and Saffors lost two more.

The Tanner boys, who were last year's winners, while they could not agree altogether with the referee, got down to work to regain their lost ground, but were unable to catch the first division again. At ten o'clock Schieder, Arenz and Jack Tanner, in an attempt to steal a lap, uncorked a sprint that lost a circuit for Burke and Hoover and put Flach and Saffors back to four laps in the rear, the latter team dropping out a few minutes later. Occasional sprints and bursts of speed were indulged in until the track was cleared for the final mile test for position. The score:

Teams—	Miles.
1 Schieder and Delling.....	218.4
2 Schudt and Krushel.....	218.4
3 Arenz and Kriegbaum.....	218.4
4 Tanner and Tanner.....	218.3
5 Burke and Hoover.....	218.3
6 Anthony and Schell.....	218.3

### Concerning the Racing Cyclists.

Floyd Macfarland sails on the Adriatic, of the White Star Line, on Saturday, 21st, and will go direct to Cologne, Germany, where a six day bicycle race starts on January 30. Macfarland is to be present as a "disturber" and to look after the interests of the bicycle riders subsidized by a prominent German cycle manufacturer.

Bobby Walthour expects to return to Europe on January 21, sailing by the North German Lloyd.

James Moran is to ride a six hour team race behind motors, at the Velodrome D'Hiver, Paris. His team mate has not yet been selected, but the management is trying to secure an American partner for him.

A promoter from Pittsburg, Pa., visited Buffalo last week, negotiating with the cycle racing men for a six day race in the Smoky City some time in February or March. The race is planned for the Duquesne Garden, eight hours a day.

Ernest Pye says he already has signed up the following riders for the Salt Lake City season: W. S. Fenn, Norman Anderson, Phil Wright, Peter Drobach, Alfred Halstead, Gordon Walker, Fred West and Charles Stein.

### Salt Palacer Cops an Office.

George Robinson, who has mixed in cycling affairs for nine years, and who, for the past few years has been clerk of the course at the Salt Palace track in Salt Lake City, has been appointed official messenger for Governor William Spry, of Utah. He will be the bearer of official messages from the executive chambers to the two branches of the legislature.

## CLARKE AND PYE WIN THE SIX DAY

Buffalo Contest Has a Stirring Finish—Root Has No Chance Against Two Australian Rivals.

While a delighted crowd yelled itself hoarse, "Jackie" Clarke, the little Australian Rocket, on Saturday night, 14th inst., brought victory to the Clarke-Pye team by tearing out a terrific finishing sprint that brought him first over the line in the final mile of the six day race at Buffalo, N. Y., which had been holding forth in the Broadway arsenal since Monday, 9th inst., on a nine hours per day basis. The first three teams were a lap ahead of the second division when the time came for the final mile. Hehir, representing the Hehir-Goullet team, and Root, for the Lawson-Root camp, were the men pitted against Clarke. As the final mile was ridden, however, Clarke and Hehir worked together to keep Root in the background, and Root, seeing it would be impossible to get by, let them fight it out together in the sprint, while he loafed in a sure third.

In the second division Mitten, for the Mitten-Wiley team, and Walker, for Walthour-Walker, had a two man match that kept the crowd on edge. Walker had the lead and watched Mitten vigilantly. The little Iowan, however, caught him napping and jumped him two laps from home, winning by a length. The third division fight found Drobach, Fogler, West and Thomas on hand for the respective teams, with everybody against Fogler. Thomas went out to harass him, but the big Brooklyn blonde caught him and had an easy time until the last lap, when Drobach, who had done nothing but stick to Fogler's wheel throughout, beat Fogler to the mark. Fogler headed West by a scant margin, and the mosquito size Thomas was last.

The final score was as follows:

Teams—	Miles.
1 Clarke and Pye.....	1,251.7
2 Hehir and Goullet.....	1,251.7
3 Lawson and Root.....	1,251.7
4 Wiley and Mitten.....	1,251.6
5 Walthour and Walker.....	1,251.6
6 Lawrence and Drobach.....	1,251.5
7 Hill and Fogler.....	1,251.5
8 Galvin and West.....	1,251.5
9 Crebs and Thomas.....	1,251.5

The Buffalo record last year was 1,353.8 miles.

### Aviation Run for San Franciscans.

The San Francisco Motorcycle Club held an aviation run on the 8th inst., starting from the club house at 8:30 o'clock in the morning and lunching at San Jose. After refreshing the inner man the trip was resumed to Tanforan, where the members watched the aviators with much interest. The trip around the Bay to the club house completed the day's schedule.



## GOES AFTER 100 MILES RECORD

Keefe, at Los Angeles, Does the Distance  
in Five Hours and Two Minutes—  
New Records.

An attempt was made at Los Angeles on the 8th inst., by Fred T. Keefe, of Australia, to lower the 100 miles unpaced road record set in England last year by Leon Meredith, and while Keefe did not succeed in his attempt to win the \$100 offered by the Dunlop Rubber Co. to anyone who will beat the time of 4:52:57 set by Meredith, he did create American professional unpaced road records for 25, 50, 75 and 100 miles. Although any times at all would have been records, no memorandum ever having been kept of times in this class of road racing, still the marks hung up are liable to stand for some little time, inasmuch as the century was ridden in about 14 minutes better time than the Australian record for the distance, and beats by over 16 minutes the remarkable amateur record of 5:18:22 made by Joseph Kopsky last October on the Long Island course.

Keefe made his ride on a "Kings Champion" cycle, which was made to order for him in Australia, and which was equipped with  $\frac{7}{8}$ -inch diameter silk racing tires, with a thin protecting tread cemented in. The cranks were  $6\frac{1}{2}$ -inch throw, and the gearing 88 inches. The small tires would tend to make the gear lower, while the short cranks would have the opposite effect, the resultant gear being approximately equivalent to 90 inches with seven-inch cranks. The conditions of the road were not the best for the purpose, but none better were obtainable. The road was of oiled macadam, which, while smooth, is rather slow. The course covered a distance of  $12\frac{1}{2}$  miles each way, running from Los Angeles on Wilshire boulevard to Santa Monica beach, and included a long easy hill to be climbed each round, with three hills on each side, giving an equivalent of about 24 fairly steep hills to be climbed in the 100 miles.

The start was made at 7:40 o'clock in the morning in ideal weather, somewhat inclined towards coolness and with a slight wind blowing. A puncture in the first round necessitated a change to another machine, which turned out to be of higher gear and to have too long a reach, while another machine to which he changed was in just the opposite condition—a lower gear with too short a reach. His own mount was then ready for him, and in spite of the delay, the first lap of 25 miles was turned in the fast time of 1:10:00 $\frac{1}{2}$ , at a rate of 21.4 miles per hour. The second lap was done at the slightly slower speed of 20 miles per hour, the timers clocking him at 2:24:00 $\frac{3}{4}$  for the 50 miles, while the record hung up in the third round of 3:44:00 for the 75 miles was obtained by his riding at 18.8 miles per

hour. The final round of the 100 miles brought out a slight increase in speed, the rate being 19 miles per hour and the century record of 5:02:00 resulting. The officials of the race were F. Wilson, referee; H. Wheeler, Wilson and Bodkin, timers; Florentine and Jones, judges, and Smith, Rausher and Carmanenti, checkers.

Keefe is a native of Tasmania, and holds an enviable reputation in cycling circles in Australia. He came to this country last spring in company with Gordon Walker, and did some riding at Salt Lake City, following this up by racing and motor-paced riding at Fiesta Park, Los Angeles. His ability to ride long distances successfully



FRED T. KEEFE

is the product of racing conditions in Australia, where special attention is paid to long distance road racing from 25 to 165 miles and longer, and many big contests are held annually.

### Grand Rapids Encourages Amateurs.

Over \$2,000 worth of cycle and motorcycle prizes are to be hung up during 1911 by the Western Michigan Cycle Club, of Grand Rapids, Mich., which has issued a handsome booklet relating to the competition events it has given during the past year and those it has scheduled for the coming season. During 1910 the club, together with the Dealers' Association of Grand Rapids, awarded prizes amounting to \$1,400. Most of the prize money this year will be expended on the open events, to which a cordial invitation to all out-of-town amateur cycle racers is extended. A committee has been appointed to look after their welfare. The club's open events are as follows: May 30, Michigan State Field Day, one mile handicap, five miles handicap, one mile novice, one mile handicap motorcycle, five mile handicap motorcycle race; July 4, annual open road race; August 20, annual six hour, two men team race. The club will also run point contests and speed contests, in road runs and on the track, for the club members, with consolation races and a "deacon's one mile handle bar race" for riders over 35 years of age.

## PARISIANS IN RAIN FOR MORAN

Wait Around the Railroad Stations for  
Hours and Hours—Has Jimmy  
Pawned His Teeth?

It was a great day for Jimmy Moran! As the winner, with Eddie Root, of the New York six day race, Jimmy had to go to Paris to fill an engagement at the Velodrome d'Hiver, Paris, and was expected in the French capital somewhere about 2 o'clock in the afternoon, Sunday, 8th inst. The steamer, however, was slow in crossing the Atlantic, and the train from Cherbourg was still slower, and so it happened that the crowd waiting to welcome him had to do considerable waiting—in fact something like six hours in drizzling rain and sleet. But when at last he came, they gave him an ovation of the kind that usually only falls to the lot of the political hero of the hour in excitable France. Arriving at the Velodrome d'Hiver, he was recognized by the crowd and he had to stand another session of cheering; so much cheering, in fact, that Monsieur Darragon felt decidedly "piqued" and did not hesitate to say so.

But Darragon is having his troubles these days. Three times in as many Sundays he essayed to trim some of the aspiring clique of French racers, and got badly trimmed in the attempt. On December 25, Lavalade took his measure in two straight heats of ten kilometers each; on January 1, Seres lapped him eight times in a 50 kilometer event for the big Prix Michael (1,200 francs to the winner), and on January 8, he only got third place in a triangular match over 50 kilometers, with Guignard and Brocco as opponents, who finished in that order, lapping Darragon nine times.

Apropos of Moran's arrival in Paris, he told some of his French admirers that Macfarland had bet \$700 on the Rutt-Clarke combination, and was some mad at losing. When Moran last was in Paris he had a set of teeth that were three-fourths gold; now he has porcelain masticators. The sporting writer of one of the French journals therefore states in all seriousness that Jimmy took his gold teeth to the pawnbroker and borrowed ten francs on them.

### Big List for C. R. C. A. Dinner.

Tickets for the annual C. R. C. A. dinner to be held at the Broadway Central Hotel, New York City, on the 28th inst., are selling fast, 90 having been disposed of to date. No application after the 23d inst. for a seat will be considered by the committee. P. Thomas, 71 Broadway; R. A. Van Dyke, 148 West 129th street, and S. Segal, 100 West 88th street. Dinner will be served at 8:30 sharp; speaking will begin at 10 o'clock and will be followed by dancing.

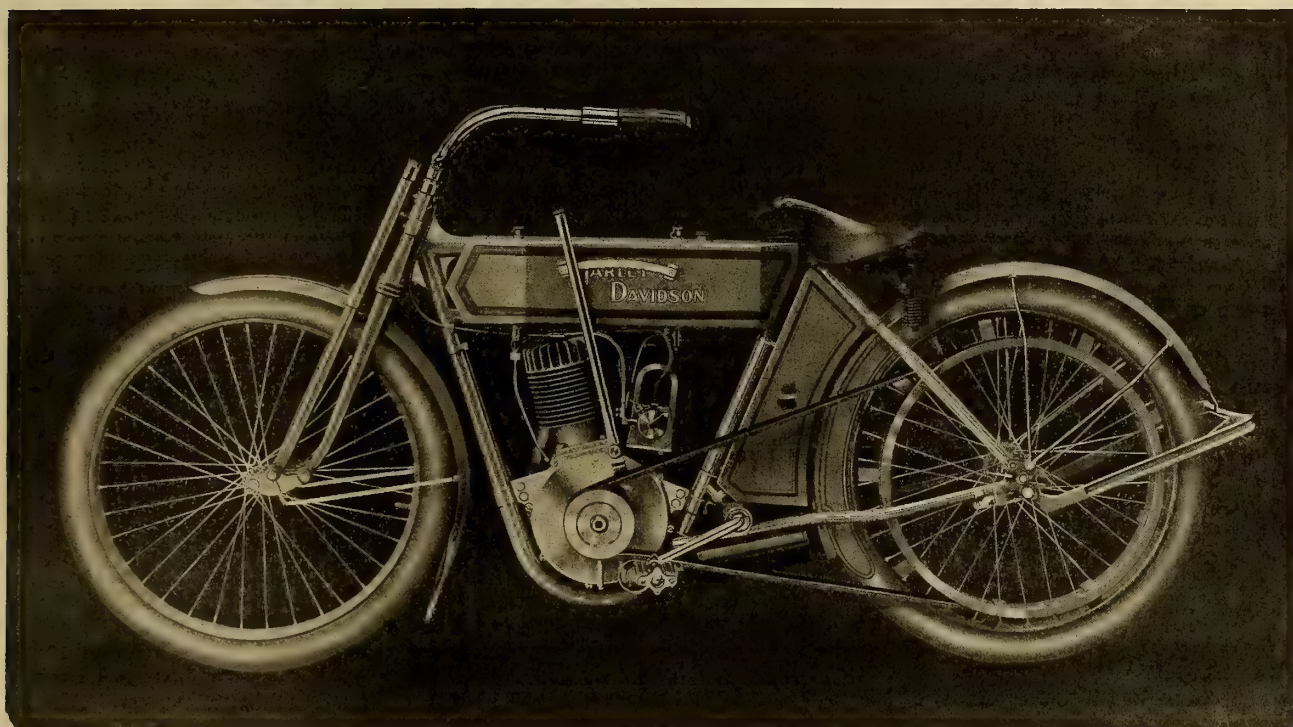


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# Harley-Davidson Agents

were the proudest and most self-satisfied visitors at the New York Motorcycle Show after making the rounds.



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¶ Our No. 18 Catalog tells a whole lot about motorcycling.

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**HARLEY-DAVIDSON MOTOR CO.**  
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## ROOT AND CLARKE HAVE A DUEL

French Style Bicycle Match Race at Buffalo  
Gives Clarke an Easy Triumph—  
Krushel Heads Amateurs.

An argument which began with the defeat of Jack Clarke by Edward Root in the finish of the New York six day race was settled at Buffalo, N. Y., on the 18th inst. Root and Clarke rode a match race, French style, to the great delight of the house which packed the Broadway Arsenal. Clarke won the match in two straight heats, proving what few disputed, i. e., that he is Root's master.

Root was compelled to take the lead in the first heat, but did so with a watchful eye on Clarke's wheel. Clarke jumped him at the sixth lap, and, with four to go, fight as he would, Root could not head him. They crossed the line with Clarke a length ahead, in 2:37. In the second heat Clarke took the lead, but forced Root to the front before the end of the first lap. Both men rode at a snail's pace. Root watching Clarke high up on the track to forestall a jump. However, his efforts were unavailing, as Clarke passed him flying at the same spot as in the first heat, with four laps to go. This seemed to satisfy Root, who hung on with the intention of making his bid in the bell lap, but when the bell rang the flying Australian cut loose and finished half a wheel to the good.

In a motorcycle pursuit race Worth Mitten was unable to get away from James Hunter, who caught his man in three miles and eight laps, doing the trick in 4:48½. Hunter had engine trouble at first, but soon got his machine acting to form and started his winning.

Between the two heats of the Clarke-Root match, half an hour's riding of the two hour amateur race was sandwiched, the remaining hour and a half being ridden after Hunter had defeated Mitten in the motorcycle pursuit race. In the long amateur sprint Al Krushel proved his ability by winning by 15 yards from Joe Schieder, Fred Schudt, E. C. Arenz, J. M. Tanner, Herb Kriegbaum and Tony Burke, who crossed the line in the order named.

Twenty-four men were entered in the event, but owing to injuries in the ten hour race only 13 faced Fred Vokes when he sent them away, and many dropped out as the race progressed. One minute after the start Lloyd Saffors decided he had enough and quit, followed a minute later by Ellis and Jerge, who preceded Ricotta by ten minutes. The first half hour's riding saw some good sprints and no tumbles, and the riders covered 13 miles and four laps. In the second period of one and one-half hours, Krushel's sprint showed itself, and he opened a big lead which the field could not overcome. He covered 48 miles

during the two hours' riding and turned the last mile in 2:12.

## Death of Jack Hume in Salt Lake City.

John B. (Jack) Hume, who was injured in a fall at the Salt Palace bicycle track in Salt Lake City, Utah, on the evening of July 8, died in that city on the 17th inst., as the result of the accident. Although the fall was quite a bad one, Hume appeared to recover rapidly until about a month after the accident, when he began to complain of pains in his head. An operation was immediately performed, which appeared successful, in that Hume soon was out of the hospital, and for several weeks gave signs of continued improvement. However, the brain pressure and pains returned, and a second operation was found necessary in



the hope of saving him. Since the operation Hume's recovery was obviously impossible, and it was simply a case of awaiting the end. Hume was born January 21, 1884, and was therefore 26 years old. He is survived by his wife, his mother and a brother, Arthur Hume. In 1900 he began his career as an amateur racing cyclist, and in 1905 he won the amateur championship of the West, and closed the most brilliant year of his career, with victories on both the Salt Lake and the Ogden track. In 1906 he was turned a professional, but refused to ride in professional events, and two years later he was reinstated in the amateur ranks. He rode as an amateur during a portion of 1910, but was again turned professional. Before he was able to do much as a professional the effects of his fall began to make themselves apparent, and he was taken ill.

## Have Irvington-Milburn Successor.

The famous Irvington-Milburn race which was abandoned several years ago due to lack of co-operation of the civic authorities with the club running the affair, is to be

revived this year under a new dress. The newly organized Monmouth Cycle Club, of Asbury Park, N. J., will hold the 25 miles event at Asbury Park next Decoration Day, Tuesday, May 30. The race, which will be an open handicap affair, will be run under N. C. A. sanction, applications for the permit having already been filed with the contest committee, and the prize list is guaranteed to excel in quality any ever hung up for a similar event.

The new club which will run the contest as its initial race was recently organized at its headquarters, 507 Main street, Asbury Park, with 35 active charter members, and its growth promises to be healthy and rapid. The secretary of the club is Leslie M. Gordon, while among the other officers is to be found E. Berghoff, a large dealer in bicycles in Asbury Park, and R. A. Van Dyke, who will promote racing at the Asbury Park track during the coming season. The new organization includes among its objects the promotion of bicycle tours, weekly scheduled club runs and road races and an active riding interest in all track events.

## Veteran Cyclists to Meet in Chicago.

Although a big gathering of cycle trade and sport veterans assembled for a flashlight photograph during the second week of the New York automobile show, an even bigger gathering is planned for the Chicago show, where a big dinner is part of the program. The affair is billed to be held on February 9, in the new banquet hall of the Sherman Hotel, and about 200 banqueters are expected. Among the Chicagoans or former Chicagoans who are pledged for the event are: Samuel Miles, Jack Banta, Charles P. Root, Fred J. Wagner, Joseph Gunther, Chris Sinsabaugh, John DeLong, John Fisher, Burley B. Ayres, Horace Winship, Thomas Hay, Ralph Temple, Ed. Westlake, Dr. G. K. Herman and scores of others. For the past three years the Chicagoans have gathered together a great number of cycle veterans at show time.

## DeRosier May Sail in March.

After taking part in the Motordrome meet at Oakland, Cal., in February, Jake DeRosier, the professional racing motorcyclist, will make early preparations to move across the Atlantic. He plans to sail for England about the middle of March, and after his series of races with Collier, Martin and others of the British speed crew, he will tour England, Scotland, France, Germany and Italy. He also would like to visit Australia, but it is probable that his journey to the Antipodes will be postponed for numerous moons.

## Eastern Division Selects Century Dates.

The annual spring century run of the Eastern Division of the Century Road Club Association will be held over the historic Long Island course on April 30. A large field is expected to start the event.



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

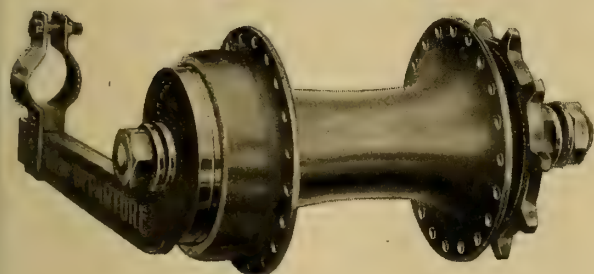
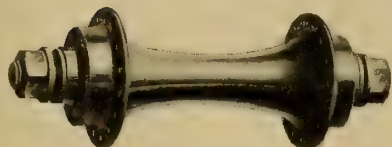
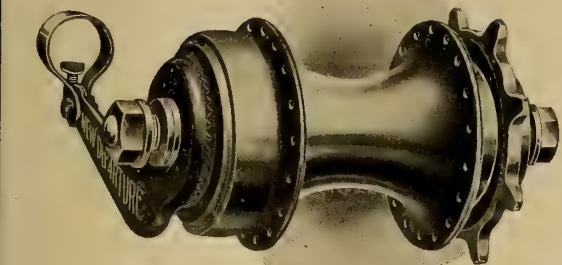
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

**NEW DEPARTURE BUSINESS BUILDING SELLING HELPS**—We not only supply you with cycle sundries of excellent reputation and sterling merit, but we work with you by supplying the most extensive assortment of advertising matter, including lithographed comic booklets, attractively printed folders, and a number of different novelty signs, etc., etc., bearing your imprint and carefully written to bring you good business. If you have not already asked for a supply of this advertising matter for 1911, do not fail to write us at once and we can ship it to you free, transportation prepaid, for the opening of the season.

'New catalog on' request

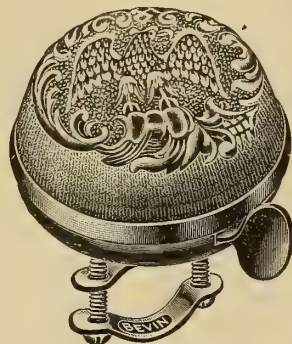
## THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut

Coaster Brake Licensors

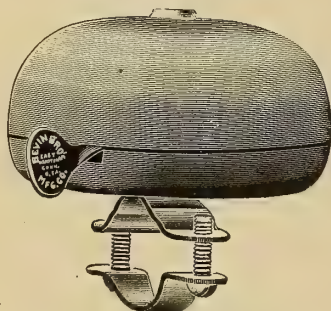




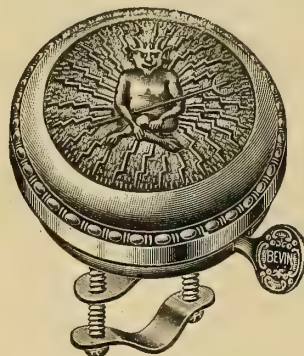
# Bevin Bells



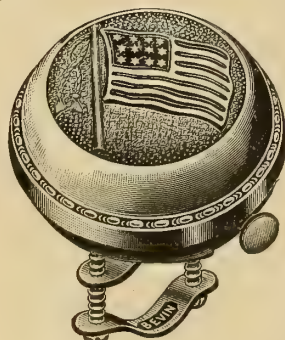
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

**BEVIN BROS. MFG. CO.**  
Easthampton, Conn.

## PATENTS.

971,848. Seat for Motorcycles and Other Self-Propelled Vehicles. Charles R. Kittle, Los Angeles, Cal. Filed Oct. 30, 1909. Serial No. 525,465.

1. A seat for motorcycles and other like vehicles comprising a U-shaped saddle frame; a saddle mounted on said frame; spring holding barrels secured to the side members of said frame, said barrels being closed at the top, except at a central aperture; a plunger rod having a plunger on the end thereof mounted in each of said barrels; springs coiled around said rods between the plungers and the upper ends of the barrels; a horizontal sustaining bar connected to said plunger rods; a clamp secured upon the rear portion of the vehicle frame, said sustaining bar pivotally mounted in said clamp.

973,071. Shock Absorbing Attachment for Bicycles. Charles A. Redmond, Los Angeles, Cal. Filed May 3, 1909. Serial No. 493,744.

1. The combination with the frame and a wheel of the vehicle; of, an approximately vertical spring holder, means for attaching said holder to the frame, said holder having an upper and a lower section separated from each other by an opening, a bearing rod having at its upper end in said section, a closure for the upper end of said upper section, an adjusting screw extending through said closure, a head at the lower end of said screw, and a spring interposed between said heads, the lower end of said bearing rod being guided by said lower section.

973,219. Bicycle Fork. John Schmidt, Dayton, Ohio. Filed May 23, 1910. Serial No. 562,804.

The combination with the head, stem and crown piece of a bicycle, of tubular members secured to said crown piece below the head and lying on opposite sides of the front wheel of the bicycle, spring within said tubular member and adapted to receive the strain from the frame of the bicycle in direct lines from the head, tubular guides in front of and parallel with said tubular members, brackets securing said tubular members and tubular guides rigidly, a fork inclosing the front wheel of the bicycle and having extensions passing through the tubular guides, a tie plate secured to the upper end of said extensions, brackets secured to the fork below the extensions, and plungers loosely connected to the brackets and extending into the tubular members and engaging the springs therein, substantially as and for the purposes specified.

973,223. Air Spring. Archibald Sharp, Westminster, London, England. Filed Oct. 9, 1908. Serial No. 456,961.

1. An air spring comprising in combination, a two part cylinder provided with an open end, a two part piston partially disposed in said cylinder, a rolling packing mitten, means disposed at the juncture of the parts of said cylinder for securing one end of said mitten thereto, means at the juncture of parts of said piston for securing the other end of the mitten thereto, means for admitting air to said cylinder below said mitten, attachment means at the projecting end of said piston for connection with one of the members of the parts to be separated by the spring, and attaching means for said cylinder for connection with another of the parts of the members to be separated by said spring.

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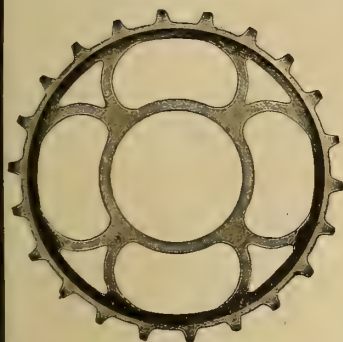


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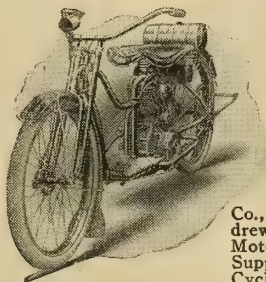
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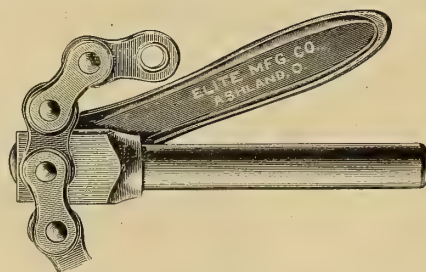
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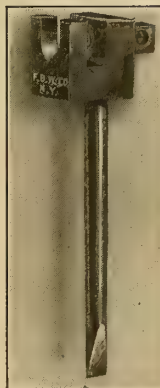
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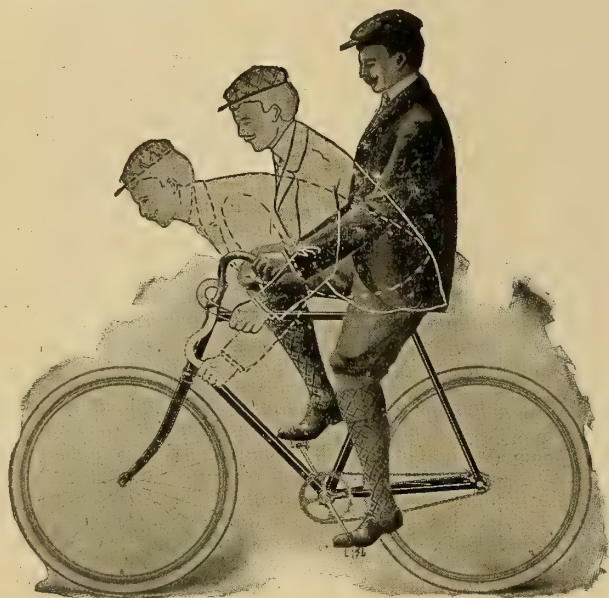
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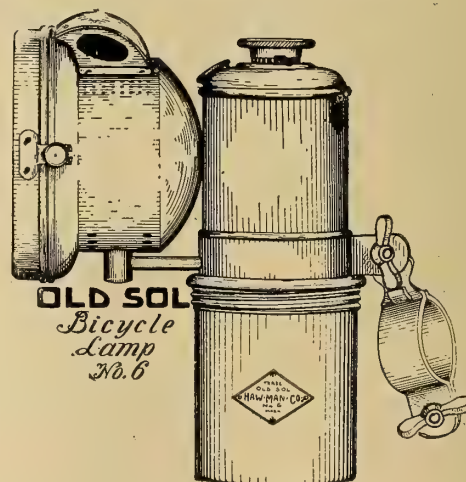
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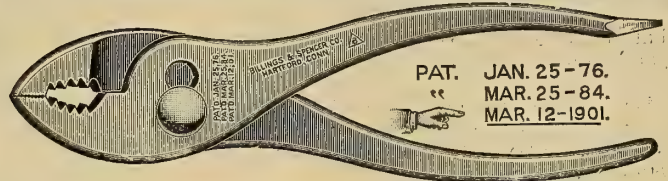
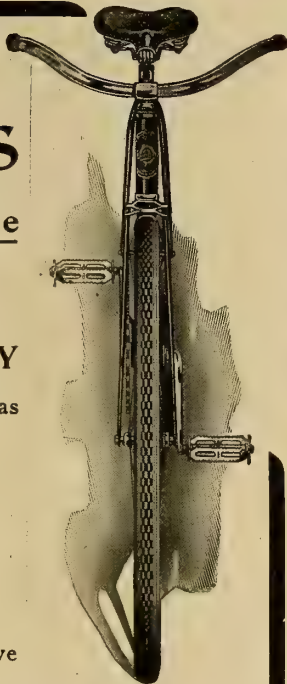
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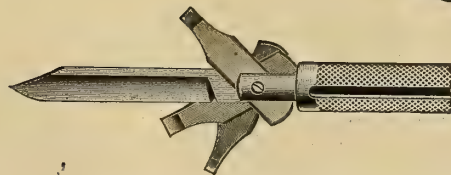
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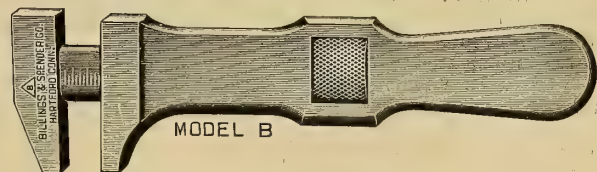
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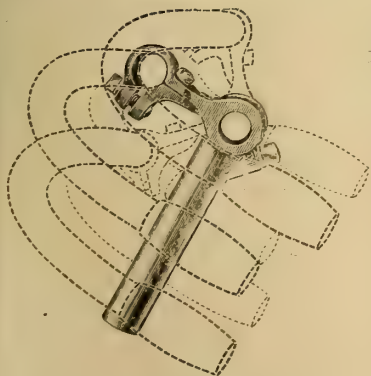


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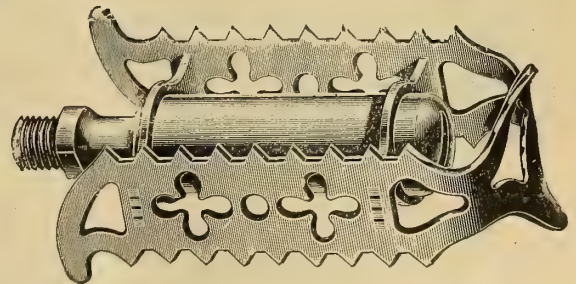
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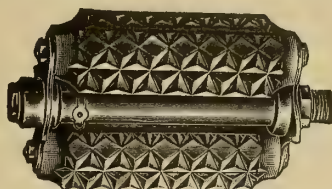
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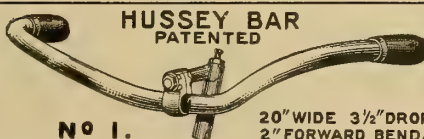
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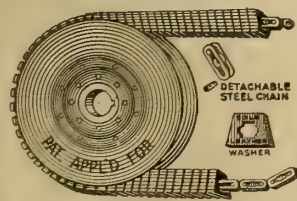
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business. Duckworth Chains are the standard.

**DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.**



## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

## Collapsible Funnel

for chamoising gasoline and filling motorcycle  
and auto tanks. Made of aluminum, neat and  
clean. Size collapsed, 3 1-4 x 11-4 inches. Price 75c. (including postage).

**C. F. FAUPEL, 415 Dearborn Street, CHICAGO**





# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

## For Safety and Service

It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

**BADGER BRASS MANUFACTURING CO.**  
Kenosha, Wis. [48] New York City

Goods Well Bought Are Half Sold

## 1911 Overland <sup>and</sup> 1911 Black Diamond BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

**BI-MOTOR EQUIPMENT COMPANY**  
177-179 Portland Street Boston, Mass.

## Diamond BICYCLE TIRES LEAD

"Users Know"

*Special Bicycle Tire Booklet on Request*

**THE DIAMOND RUBBER CO., Akron, Ohio**

## FAUBER HANGERS

mark the quality bicycles. See that your bicycle is equipped with the Fauber. Our big factory is being further increased for the production of Fauber hangers and sprockets.

**Great Western Mfg. Co.**  
LA PORTE, IND.

# SPLITDORF PLUG

**It's the One Plug** that is made expressly for motorcycles—that has made practically all the big wins in Europe and America—both on road and track—and which is almost invariably the equipment when some unusual feat is performed on a motorcycle.

**SPLITDORF PLUGS WILL OUTLAST YOUR ENGINE**

Chicago: 319 Michigan Ave.  
San Francisco: 520 Van Ness Ave.  
Detroit: 868 Woodward Ave.  
Boston: Motor Mart.  
Los Angeles: 1226 S. Olive St.

**C. F. SPLITDORF** **Walton Avenue** **New York**  
**and 138th Street**

BRANCH, 1679 BROADWAY



# Our New Style 1911 Product



**NEW Pinching and Crimping of  
FLAP Tube Entirely Eliminated**

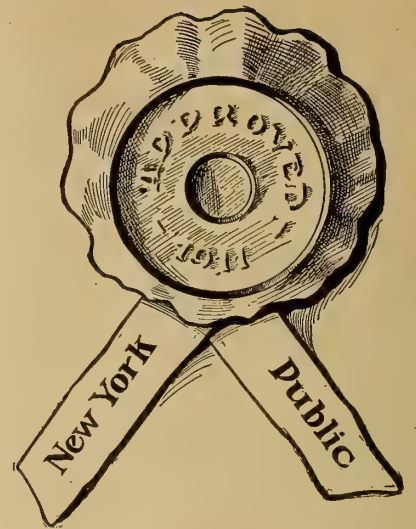
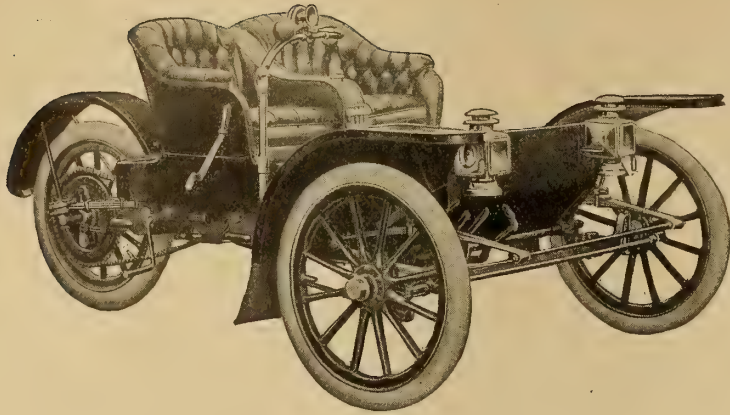
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Kokomo bicycle tires long have been a standard in the trade. They are satisfaction and economy for the rider, and profit for the dealer.

**KOKOMO RUBBER COMPANY**

Kokomo, Ind., U. S. A.





# MOTORETTE

Highest development of the motorcycle  
As well built as a \$6,000 automobile

## A capable, dependable car

A capable, dependable car in which you may go quickly to business in the morning—

Fit and fresh for the day's work.

A capable, dependable car in which you may go home to lunch—every day.

A capable, dependable car in which your wife may secure rest and recreation, make calls, shopping trips, etc. In which she may drive you to and from your business or the railroad station.

A capable, dependable car in which the children may go to school, on errands, etc. A healthy girl of ten can crank a Motorette.

For yourself, your wife and your family the Motorette is the ideal car.

**Price  
\$385**

**Guaranteed  
for One  
Year**

## A low after-cost car

A low after-cost car on which first cost is only \$385—within the means of the average man.

A low after-cost car in which expensive parts, such as the rear live axle, are eliminated.

A low after-cost car in which there are two heavy motorcycle tires and one three inch automobile tire to be bought for renewal, instead of four automobile tires.

A low after-cost car in which cost of maintenance and operation is about the same as that of a motorcycle.

The Motorette has run 19 miles on one-half gallon of gasoline. We guarantee it to do 25 miles on one gallon.

## Critical New York accepted it with acclaim

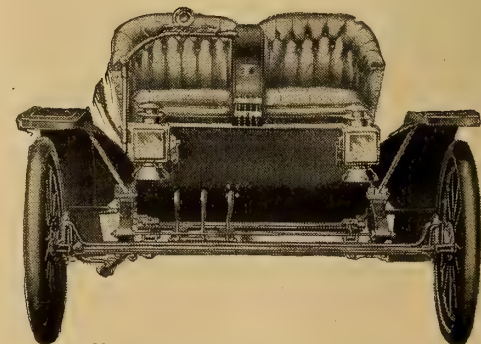
Our belief in the great future of the Motorette was substantiated at the Palace Garden Automobile Show. It was the feature of the Show. The seal of approval of the metropolis was placed on it.

Send for Catalogue F.

It will give you specifications in detail. Learn why it is a capable, dependable car—a low after-cost car. If you don't know the name of your local Motorette dealer, ask us.

### MR. DEALER:

For men of the right sort there is still choice territory open. You may be the right man for us in your territory. Active, energetic young men are wanted by us as dealers. Send your application to-day.



**C. W. KELSEY MFG. CO., Hartford, Conn., U. S. A.**





**This Should Convince You**

of the general approval of

**G & J TIRES**

We have just made up our records for 1910 which show the following increases in the sales of our

**MOTORCYCLE TIRES**

**Increase 1910 over 1909 = 92½ Per Cent.**

**Increase 1910 over 1908 = 149 Per Cent.**

These figures are actual.

**Every manufacturer who purchased tires from us in 1910 has renewed his contract for 1911.**

**Dealers and users alike are enthusiastic and want nothing better.**

**We thank you gentlemen—we thank you!**

**G & J TIRE Co.**  
Indianapolis, Ind.



# You Are Invited to Inspect



## The Finest Motorcycle in the World

IV H-P MAGNETO IGNITION  
QUALITY

BELT DRIVE FOOT CONTROL  
PROGRESS

FOOT AND COASTER  
BRAKE SAFETY

GRIP CONTROL  
SIMPLICITY

**BUILT  
AND TESTED  
IN THE MOUNTAINS**

SHOCK ABSORB-  
ING AND SPRING  
SEAT POST COMFORT

SILENT  
MUFFLER  
EFFICIENCY

**THE PERFECT TOURING MACHINE**

FOR AGENCY WRITE TODAY TO  
**READING STANDARD  
COMPANY**

310 WATER STREET  
READING, PA.  
U. S. A.

At the  
Chicago  
Show

February  
6th-11th  
1911



**Original**

**Simple**

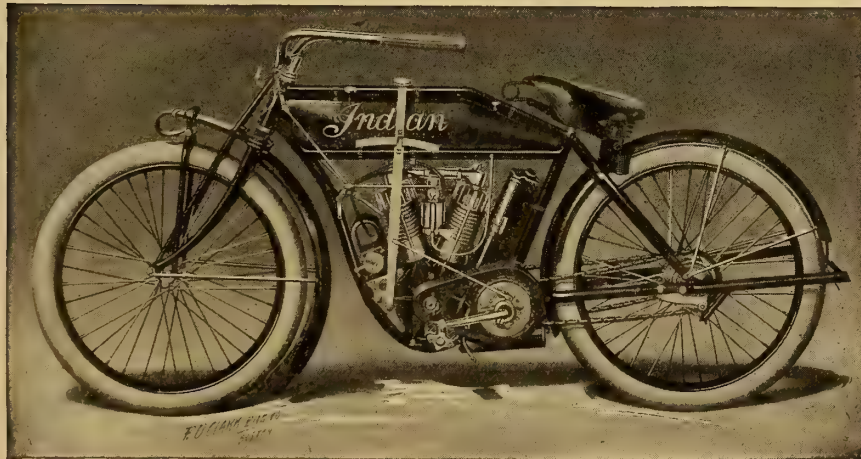
**Efficient**

That's What Visitors at the New York Show Found

# **THE INDIAN**

Not a Patchwork of Experiments, but a  
Clean, Complete, Finished Machine.

THE  
FREE ENGINE  
CLUTCH



GIVES  
PERFECT  
CONTROL

Send for Illustrated Catalogue B

**THE HENDEE MANUFACTURING COMPANY**  
**Springfield, Mass.**

Chicago Branch  
1251 Michigan Avenue



London Depot  
184 Gt. Portland Street



# MEET ME AT 1517 Michigan Ave.

and examine in detail the

RIDE A  
YALE

# 1911

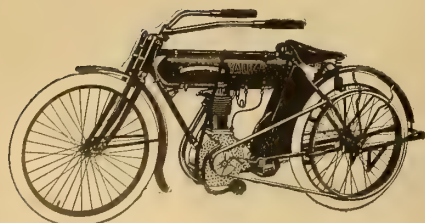
THEY  
NEVER FAIL

## YALE MOTORCYCLES

Representing the highest stage of mechanical perfection ever attained in Motorcycle Manufacturing, from both Riders' and Dealers' viewpoint.

## The 1911 Yale Motorcycle Show

Opens January 28th and continues two weeks,  
at 1517 Michigan Avenue, Chicago.

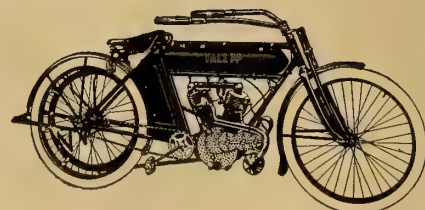


### A. B. COFFMAN

SALES MANAGER

Consolidated Mfg. Co.

1709 Fernwood Avenue, Toledo, O.

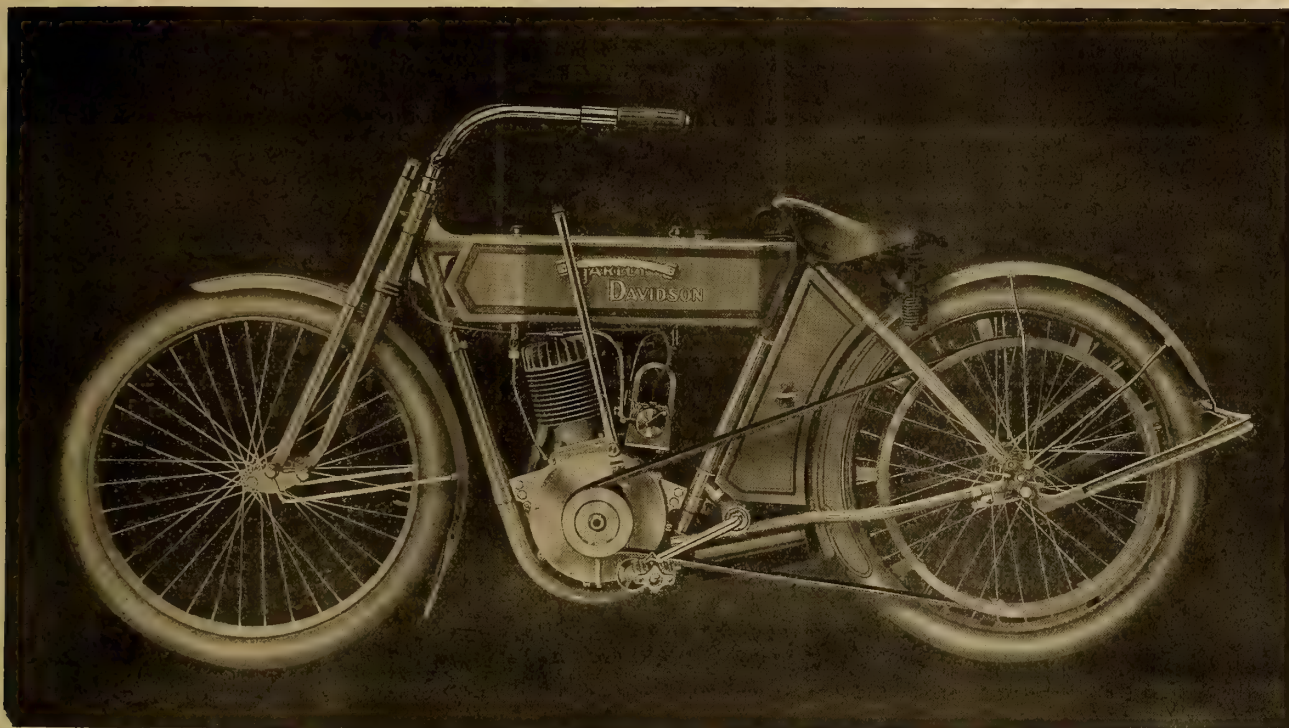


## CLAUSEN BROS., Chicago Agents, 1517 Michigan Ave.

F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative



# THE HARLEY-DAVIDSON MOTOR IS A CREATION—NOT AN IMITATION



- ¶ The HARLEY-DAVIDSON was the first motorcycle equipped with a long stroke, slow speed motor.
- ¶ For years it was the only one.
- ¶ One by one, other makers, watching the great strides the HARLEY-DAVIDSON was making, imitated our motor in their efforts to obtain the same efficiency for their own machines.
- ¶ But the HARLEY-DAVIDSON has always kept the lead, constantly originating where others imitated.
- ¶ Even at the very outset our motor was capable of almost phenomenal performances, but we have gradually improved upon it, and when we say that our 1911 motor is by far the best we ever built it means something.
- ¶ It embodies all that we have learned from nine years of experience with thousands of HARLEY-DAVIDSON machines and contains features that cannot be found in any other motorcycle.
- ¶ Better write today for our new catalog "25."

---

HARLEY-DAVIDSON MOTOR CO.  
40 - L - STREET, MILWAUKEE, WISCONSIN

---



# Continental-Erie TIRES

## AT THE CHICAGO SHOW



"Safety Tread"

You should see these motorcycle tires for yourself, and you CAN see them if you will come to our space in the Coliseum, No. 115. Both weeks.



"Anti-Slip Tread"

Not only motorcycle tires and tubes, but also bicycle tires and tubes, together with tube patches and Continental-Erie auto tubes and sundries are in this excellent tire exhibit of ours. Come in and see us, by all means.

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WE GIVE THE JOBBERS ABSOLUTE PROTECTION

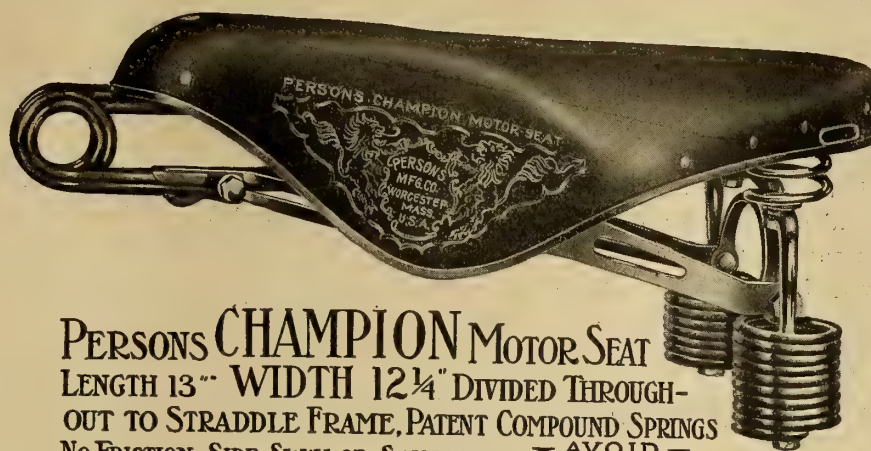
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### CONTINENTAL RUBBER WORKS, Erie, Pa.

NEW YORK BRANCH — 43 Murray Street



If  
you are  
a  
wise rider  
and a  
careful  
buyer



Your  
Motorcycle  
will wear  
a  
Persons  
Champion  
Saddle

**PERSONS CHAMPION MOTOR SEAT**  
LENGTH 13" WIDTH 12¼" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS  
NO FRICTION, SIDE SWAY OR SQUEAKING. <sup>AVOID</sup> IMITATIONS

## Our Champion Challenges Anyone!

to show, in all other makes of saddles combined, as many **BONAFIDE POINTS OF SUPERIORITY** as given below, all of which will be found in **PERSONS 1911 MODEL**.

**TOP**—Made from finest oak-bark tanned leather. Double or reinforced tops not necessary. Ours are made from full thickness of the hide—no splits used. We are the only saddle manufacturers who are also leather tanners; therefore, we can and do select superior quality hides from which to cut our saddle tops.

**POMMEL**—High and cup-shaped, giving proper and artistic lines; riveted to top with solid copper rivets, insuring maximum of strength. We have always used this method of riveting. It is now being unsuccessfully imitated in inferior makes.

**CANTLE**—Cold rolled steel stamping riveted at the rear—the only proper way. This method of riveting is also now being unsuccessfully imitated, but a comparison soon shows the distinction in the Persons. Cantle is also formed to give saddle a nicely domed shape at rear, to fit the rider. A correctly shaped saddle for horse, bicycle or motorcycle is never flat at this point.

**DIVIDED FRONT SPRING**—It allows the saddle to straddle the frame, insuring a lower seating position than any other saddle and is bolted to trusses—not riveted. This spring, being the metal part most exposed to view, is nicely nickeled.

**SPRING STOPS**—They stop the front spring on the rebound so it will not pass its normal position and strike the rider. It also reinforces the front spring and permits us to hinge

the latter with bolts back of the truss front ends, adding a further reinforcement to front spring and precluding side-sway.

**CLAMP**—Our 1911 model has a universal clamp, making it adaptable to any style seat-post and still retains our double security tilting feature; is built of dropped steel forgings, unbreakable and easily adjusted.

**BRIDGE**—This part spans the rear framing just under the upper springs and is a drop forging—not a stamping.

**POSTS**—These are the vertical parts to which the lower coil springs are attached and are dropped steel forgings—not turned from a rod of doubtful quality.

**SPRING**—Made in our own factory from finest quality oil-tempered spring wire. We do not purchase "ready made" springs.

**DROP FORGINGS**—There are more drop-forged parts in our 1911 Champion Motor Seat than all other makes combined, in fact more than in some bicycles or motorcycles. These forged parts are used to insure a minimum weight with maximum strength.

**ASSEMBLY**—All metal parts are assembled with bolts and nuts, thus giving perfect interchangeability. We do not rivet together the metal parts of our saddles. The workmanship throughout is the best.

### Now Mr. Motorcyclist—Is That Enough Evidence?

If you are still skeptical we don't ask you to accept our statements without proof. Just insist upon your dealer showing you a Persons 1911 Champion and compare for yourself its **POINTS OF SUPERIORITY** with any other saddle made by anyone anywhere. Furthermore, for the superior quality in our saddles, manufacturers pay us a higher price than for any other make, but if you specify Persons Champion as equipment you get the best at **NO GREATER EXPENSE TO YOU**. Reputable motorcycle manufacturers not showing Persons 1911 Model Champion Motor Seat as regular equipment will supply it as an option if you insist upon it.

*You Pay the Price—Get Your Money's Worth*

LOOK FOR US AT THE CHICAGO SHOW

Write for full information and catalogue to the Oldest Saddle Manufacturers in the U. S. A. Established 1892.

**THE PERSONS MFG. CO., WORCESTER, MASS.**

*Build the Best Saddles On Earth*



# Vibration Vanquished

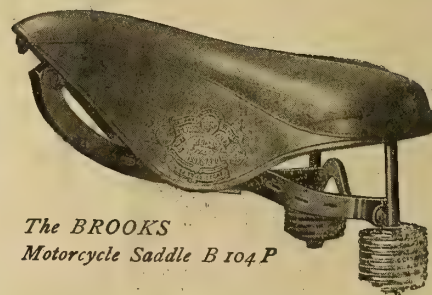
Concisely stated that is the ultimate result of the fitting of the saddle which we illustrate below. Now, to overcome vibration is, at once, the Motorcyclists' greatest need and first desire—Hence, to assist him, means that two things will be assured—his satisfaction and your success. Therefore, see that every Motor Bicycle you sell is fitted with

## The BROOKS—the original and only genuine compound spring saddle.

Bear in mind, none other can yield the same advantages, for there is none other which can embody the BROOKS Compound Spring as we make it—And the secret is the spring!

Sole Agents for Motor Saddles—THE HENDEE MANUFACTURING CO., Springfield, Mass.  
Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

**J. B. BROOKS & CO, Ltd., 73 Criterion Works, Birmingham, Eng.**



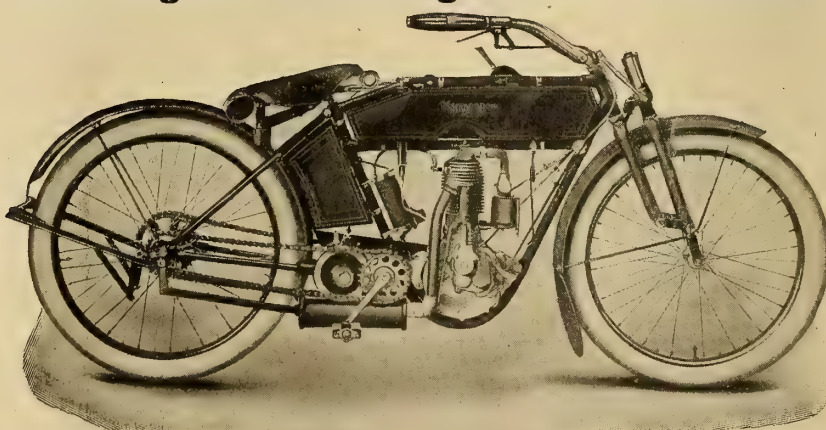
*The BROOKS  
Motorcycle Saddle B 104 P*



# The 1911 Minneapolis Is IT

**Free Engine Clutch Regular on All Models**

**Thor  
Big 4  
Motor  
==  
Three  
Models**



**Unequalled  
Cushion  
Fork  
==  
Fore-Car  
Delivery Vans**

Everybody now realizes the importance of a free engine clutch. The MINNEAPOLIS set the pace. Tried and tested by a thousand careless riders during 1910 this clutch has PROVEN itself substantial and reliable. The 1911 clutch is better than ever.

**AGENTS — Do Not Overlook This Proposition**

**MINNEAPOLIS MOTORCYCLE COMPANY, 517 So. 7th Street, Minneapolis, Minn.**



# The Pope Motorcycle

Single Cylinder  
3 Horsepower  
Belt Drive  
Herz Magneto  
Speed, 4-40 Miles  
Weight 140 Lbs.  
Price, with  
Magneto, **\$175**

A Practical, Low-Priced, Light-Weight Machine.  
A Rational Machine for All-Round Use.  
Marks the Beginning of a New Motorcycle Era.

Light in weight — simple and practical in construction — fewer parts than in other makes — easily handled — comfortable to ride — moderate in price —  
**A MACHINE FOR UNIVERSAL USE**

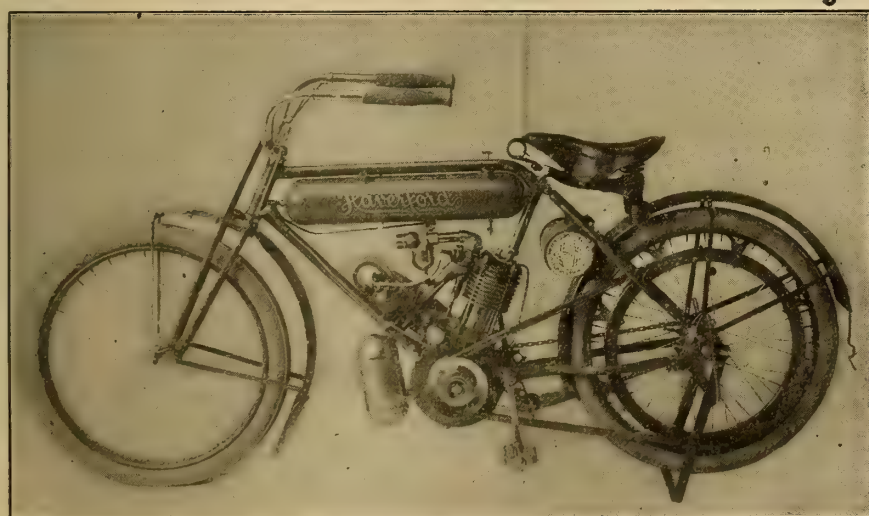
**Will Be Exhibited at Chicago Show, February 6-11**

**DEALERS!** The Pope Motorcycle opens up a new and promising field for the dealer. It is a machine for which a demand has long existed; it will not be necessary to create it. It will popularize the sport among the general public. It is made in Pope Quality. Write us today for advance printed matter and dealers' terms.

**The Pope Manufacturing Company** HARTFORD  
CONNECTICUT



## THE HAVERFORD Sets a New Standard of Motorcycle Value



A guarantee of speed, durability, dependability and comfort to the owner.

A guarantee of big profits for the wide-awake agent.

**\$150**

Equipped with  
Battery Ignition

Model H, Schebler Carburetor

**\$185**

Equipped with  
Bosch Magneto

Do you want to be a live agent or the satisfied owner?

Catalogue or agents selling proposition on request.

**1911 MODEL** <sup>Bosch</sup> Equipped **NOW READY**

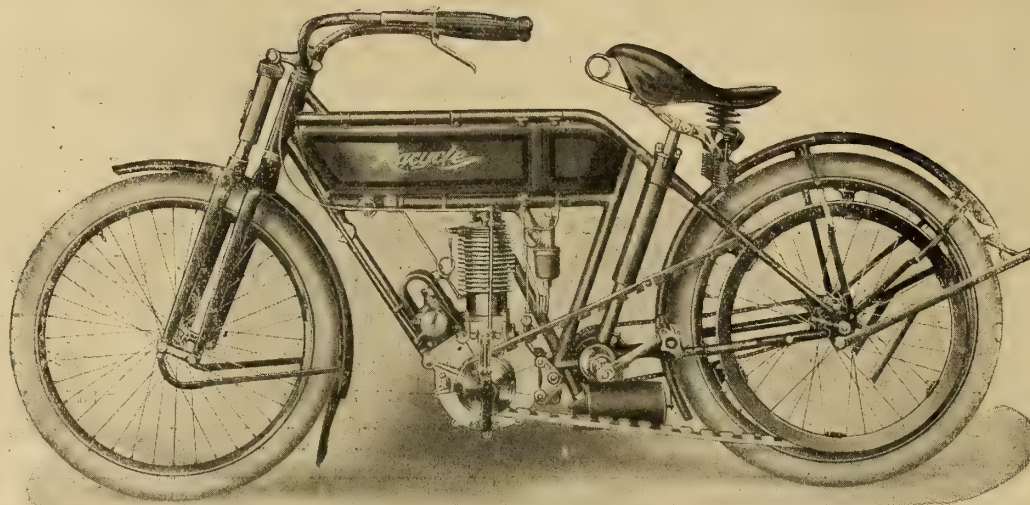
## HAVERFORD CYCLE COMPANY

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
427 10th ST., N. W., WASHINGTON, D. C.

763 MAIN ST., BUFFALO, N. Y.  
1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.



## Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

For

THE

*Racycle*

Free  
Engine  
Clutch  
or  
Idler

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

**Ball Bearing Motor    Battery or Magneto  
Musselman Motor Brake**

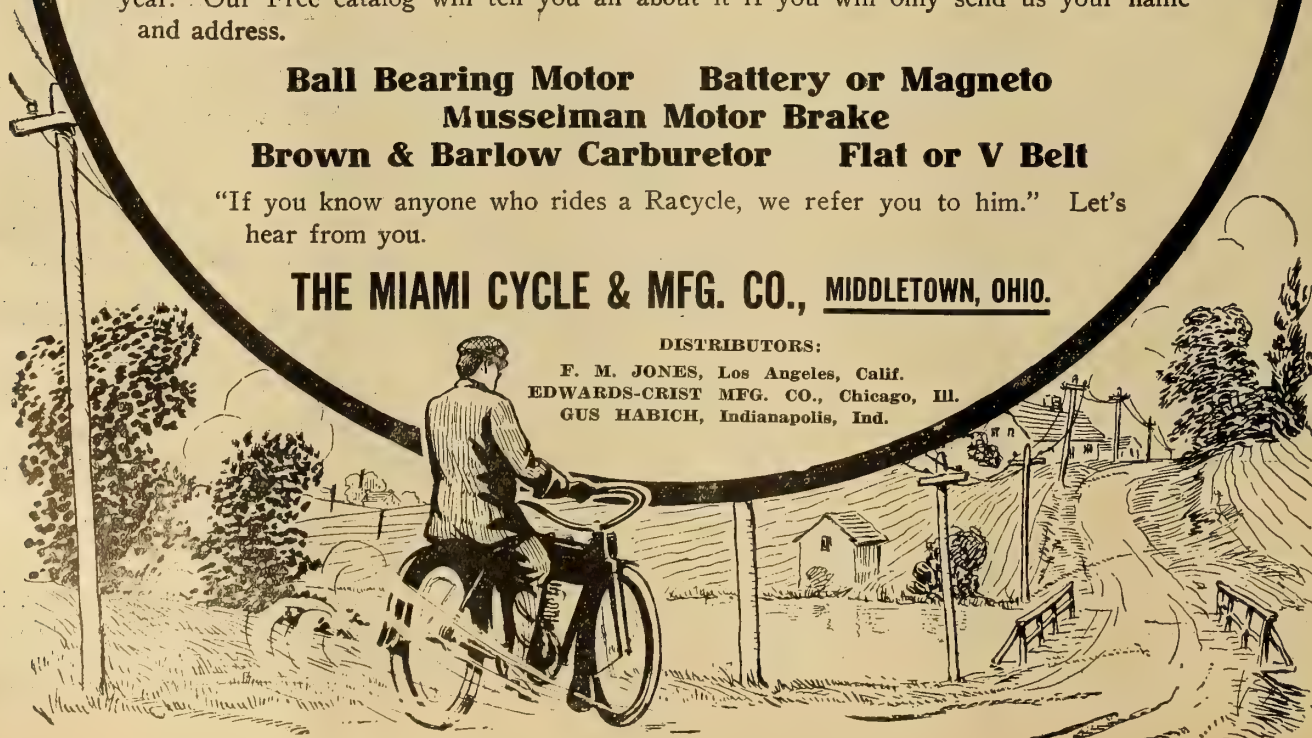
**Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

**DISTRIBUTORS:**

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, January 28, 1911.

No. 19

## CAPE TOWN WANTS MOTORCYCLES

Good Trade Opportunities in South Africa  
—Consul General Guenther Tells of  
a Lively Market.

Opportunities for the sale of American motorcycles in South Africa, although limited, are well worth the consideration of the American manufacturers, in view of the increasing demand for the machines, according to Consul General Richard Guenther, of the American consular service. He indicates that the business in motorcycles has doubled in a year in British South Africa, and that it is going to be a trade of rapid growth.

"Motor bicycles and parts to the value of \$81,971 were imported into British South Africa during the 10 months ending with October 31, 1910, as compared with \$46,013 in the corresponding period in 1909," says Guenther. "The proportion of this trade done by the United States is not available, as the statistics showing country of origin are only published annually. The value of the imports into British South Africa from the United States of motorcycles and parts for the year 1909 amounted to only \$122, and it was hardly much more in 1910. American made motorcycles are not known at Cape Town, and now that there is indication of increased trade, manufacturers should make an effort to introduce their machines.

"The following is a list of motorcycles in use in this vicinity with their retail prices: F. N. (Belgian), four-cylinder, \$268; Triumph (British) free engine, \$316; Humber (British) free engine, two speeds, \$316; Zenith Gradua (British), \$292; Scott (British) water cooled, \$365; Phelan &

Moore (British), \$316. The Scott is a favorite except that it consumes an excessive amount of fuel. One order for seven of these is just being delivered to one small village 30 miles from Cape Town. A motorcycle club consisting of 40 members has recently been formed in Cape Town.

"It is stated that a motorcycle to be popular here should be  $3\frac{1}{2}$  horsepower with high clearance or magneto well protected from water in crossing small streams; have tank capacity for fuel of  $1\frac{1}{2}$  gallons minimum; two-speed gear, and have tires accessible. It is also suggested that a small tank of about one pint capacity be placed under the seat for carrying kerosene with which to assist in starting. Side cars are becoming popular, and manufacturers of motorcycles should, when quoting for cycles, also give prices for side cars."

### Schaeffer Opening a Retail Store.

William G. Schaeffer, who has been the superintendent of the Reading Standard Co., Reading, Pa., for many years, is opening a motorcycle establishment in Reading with A. E. Keeport, the firm to be known as the Penn Cycle and Motor Co. Its location is at 20 South Fourth street, and the R-S and the Thor motorcycle agencies have been secured. R-S bicycles also will be handled. A well equipped repair department will be in charge of Harry Straub, and a full line of motorcycle and bicycle sundries will be carried.

### Tiger to Handle Thor and Merkel.

The Tiger Cycle & Aeroplane Co., 782 Eighth avenue, New York City, has secured the Thor motorcycle representation, and will act as distributor for Greater New York. It also will act as sub-agent for the Merkel, in the territory between 54th and 59th streets and on the west side of Fifth avenue.

## MOTORCYCLE SECTION DRAWS WELL

Business at Garden Show Exceeds Expectations—Famous Building is Again  
Offered for Sale.

Having taken stock of what happened during the second week of the Madison Square Garden show in New York City, which is the week when the Motorcycle Section was staged, the Association of Licensed Automobile Manufacturers finds that about 80,000 people paid cash to get in during the second week, in addition to which there were probably 15,000 trade, press and complimentary admissions, or a total of about 95,000. Exhibitors in the Motorcycle Section have reason to know that out of this number a good proportion were interested more or less directly in motorcycles, either as dealers or as possible retail purchasers, and it is conservatively estimated that the Motorcycle Section brought the exhibitors in touch with at least 10,000 visitors who are prospective purchasers of or dealers in motorcycles and their accessories.

Actual business done at the show greatly exceeded the expectations of a majority of the exhibitors, according to sentiments expressed at the end of the week. Most of the motorcycle manufacturers were warmly enthusiastic in telling of the volume and importance of the week's business, and the accessory people told of having received more than their share of benefit.

"At this show we have done five times the business that we did in our three previous Motorcycle Section exhibits at New York all combined," declared the representative of F. A. Baker & Co., which concern is a veteran in displaying motorcycle



accessories at the New York automobile shows.

So successful and profitable was the show that the members of the Motorcycle Manufacturers' Association who exhibited will in probability receive a substantial rebate on the original cost of their show space. Just what percentage this rebate will amount to cannot be determined until a mass of intricate bookkeeping and accounting has been gone through, but it will be sufficient to reduce considerably the cost of their respective displays.

Possibilities are presented that there may never be another Motorcycle Section at Madison Square Garden, as the property is now advertised for sale and may be disposed of to new owners who would have other plans for the ground than to continue the present building. The property has been more or less on the market since 1908, and a year ago it was announced that it had been sold and that the Garden would be torn down to make place for a huge office building, but the deal fell through.

This week the property was again advertised for sale through George R. Read & Co., it being stated that the directors of the corporation have ordered that the property be offered for sale at \$3,500,000, with possession on six months' notice. The property cost \$3,000,000 at the time of the construction of the Garden in 1889. The site covers 32 city lots, or the whole square embraced by Madison avenue, 26th street, Fourth avenue and 27th street. The company has never paid a dividend, and it is said that the directors and stockholders have gone into their pockets many times to meet current expenses. The company has outstanding bonds to the amount of \$2,000,000. Many of the incorporators are dead, making the remaining ones more or less anxious to get out of the property. Among the surviving directors are J. Pierpont Morgan, Charles Lanier, James T. Woodward and Frank Sturgis.

#### Splitdorf and Palms on Flanders Board.

Charles F. Splitdorf, of New York, and Charles L. Palms, of Detroit, have been added to the directorate of the new Flanders Mfg. Co., which has absorbed the Pontiac Motorcycle Co., of Pontiac, Mich., together with four other manufacturing properties dominated by Flanders interests. At the same meeting at which these additions to the directorate were made, stock in the Flanders company to the value of \$100,000 was set aside to be earned by the heads of the various departments.

#### Dealer Starts a Delivery System.

Fred W. Schroeder, who has the Indian motorcycle agency in Bloomington, Ill., has commenced the operation of a motorcycle quick parcel delivery system in Bloomington and Normal. Parcels are delivered to any part of Bloomington or Normal in record time, and the service is proclaimed as meeting a crying local need.

## MAY LOWER THE CANADIAN DUTY

### New Reciprocity Agreement Provides for Reduced Tariff on American Motor Vehicles—Its Results.

If motorcycles be construed as "motor vehicles" under the new reciprocity agreement between Canada and the United States, an impetus in the sale of American motorcycles in Canada may be expected, provided the agreement is accepted by the legislative bodies of the two countries. The agreement, among other concessions, provides for a reduction of the duty on American automobiles and motor vehicles entering Canada, from the 35 per cent., which at present obtains, to 30 per cent. President Taft submitted the agreement to both Houses of Congress on Thursday of this week, and concurrently the agreement was presented to the Canadian Parliament at Ottawa by the Hon. W. S. Fielding, the Canadian minister of finance. The agreement provides for a free interchange of many manufactured commodities between the two countries, and for a reduction of duties on others. Foodstuffs, timber and other things from Canada's great natural wealth are given an open door to the United States in return for which the bars are let down for such importations from the States as Canada feels most in the need of. Many Canadians have long been pleading for a reduction of the duty on motorcycles from the United States.

#### Pierce and Thor Invading Britain.

British motorcycle manufacturers are to have further competition for home trade from American makers. Heretofore the Indian was the only American machine that had gained a foothold in the tight little isle, but its success has been so great that the Pierce Cycle Co., Buffalo, N. Y., and the Aurora Automobile Machinery Co., Chicago, Ill., have decided to go after a slice of English trade. The Pierce agency has been placed with L. F. Jones, Wold Newton, Hunmanby, Yorkshire, who will handle both the single and four-cylinder models, and negotiations for Thor representatives in Great Britain and Ireland now are pending.

#### United States Tire Chooses Locations.

New York headquarters for the United States Tire Co. are to be established in the Hearst building, located at Columbus Circle and which occupies the small block formed by 57th and 58th streets with Broadway on one side and Eighth avenue on the other. The company has leased the three upper floors of the building for its general offices, and will use the ground floor as the sales rooms for G & J, Hartford and Morgan & Wright bicycle, motorcycle and automobile tires, together with the Conti-

nental Caoutchouc Co.'s automobile tires. All four of these brands are made by companies subsidiary to the Rubber Goods Mfg. Co., and their products in the future are to be handled by the newly created United States company through one sales organization. The new headquarters will be occupied about March 1, at which time the separate selling branches of the four manufacturing companies will be discontinued. In Chicago the United States company has leased two premises at 1222-4 Michigan avenue, which will be occupied by the amalgamated Chicago branches and by the offices of the Central District, of which A. I. Philip will be the manager. In Philadelphia the United States branch will be located at Broad and Carlton streets.

#### Pope Motorcycle Details Revealed.

Details of the new Pope motorcycle, which the Pope Mfg. Co., of Hartford, Conn., has had in process of incubation for some time, and which has been the subject of no little speculation and prophecy because of the prominence of its makers, were revealed this week, and the machine itself, as previously announced, will be staged at the Chicago show. The machine is of the lightweight class, weighing only 140 pounds, according to the advance announcement, and is equipped with a single-cylinder motor developing 3 horsepower.

Belt drive is used, and ignition current is supplied by magneto, the Herz being used. With the magneto the new machine is to retail for \$175, and the Pope company puts it forward with the representation that it has fewer parts than in other makes, and that because of its light weight, simple construction, easy handling and moderate cost, it will have a special place in popular requirements and will meet a demand for a popular price lightweight.

#### Smith to Travel New England for Barnes.

L. E. Smith, who for years has been connected with the Billings & Spencer Co., Hartford, Conn., will join the traveling force of Claire L. Barnes & Co., which latter firm now handles the sale of Billings & Spencer products. He will represent the Barnes company in New England territory after the first of March.

#### O'Brien a Hendee Coast Traveler.

J. H. O'Brien, who has been manager of the parts department of the Hendee Mfg. Co., Springfield, Mass., for some time, has been transferred to the San Francisco branch, and will travel the Pacific Coast territory in the interests of the Indian.

#### Fauber Hangers in English Bicycles.

For the first time in the history of the bicycle business, Fauber crank hangers are being built into English bicycles. The Great Western Mfg. Co., of La Porte, Ind., has received an order for 2,000 Fauber crank sets for Brown Brothers, of London, England.



## DELIVERY VAN WITH TWO-SPEED

**New Era Tri-Car is a Purely Commercial Vehicle with Special Design for that Purpose—Its Features.**

Substantial construction, ease of operation and large carrying capacity, all desirable features in a commercial motor vehicle, are embodied in the New Era tri-car that the New Era Auto-Cycle Co., of Dayton, Ohio, just has brought out. The forward section of the tri-car is built on automobile lines, but the power plant, transmission and control are duplicates of the well-known New Era Auto-Cycle, with

of large size, are bolted to discs on the crank shaft, the latter being mounted on ball bearings. The connecting rod is a drop forging with large bearing surface at the lower end. A window in the crank case permits the oil level to be observed, lubrication being by a gravity sight feed system. There is a drain cock in the motor base for running off old oil and washing out the engine. Ignition is by Eisemann magneto which is mounted on a platform back of the cylinder and driven by enclosed gears.

On the left side of the engine is the planetary two-speed gear that is carried on an extension of the crank shaft, the transmission being entirely enclosed in a housing that is bolted to the engine case, mak-

grip system. Plenty of leg room is provided for the operator on spacious foot boards of cast aluminum, back of the package box. The boards are removable, and the foot pedals operate in slots. Chain adjustment is taken care of by sliding the rear wheel in the fork stays. A padded form seat, with back rest suspended on three coil springs, is mounted over the engine.

The front axle is a heavy steel tube with dropped cross piece and tie rod back of the axle. The steering knuckles are ball bearing, and all wheels are carried on Timken roller bearings, another exclusive feature. The wheels are 26x3, and are shod with Bailey tread tires all around. The forward frame suspension is on semi-elliptic springs. The standard box is of wood, 8 inches long, 28 inches wide and 24 inches high, and has double doors opening at the top and front. The fenders are wide and flaring with inside splashers to protect the box and operator from mud and water. The wheel base is 72 inches, and the tread 50 inches, and the weight, empty, 400 pounds. Green is the standard finish. The maximum speed is 35 miles an hour, and it is claimed that there are no cooling difficulties despite the sheltered position of the engine.

### Waterloo Agent Places Big Order.

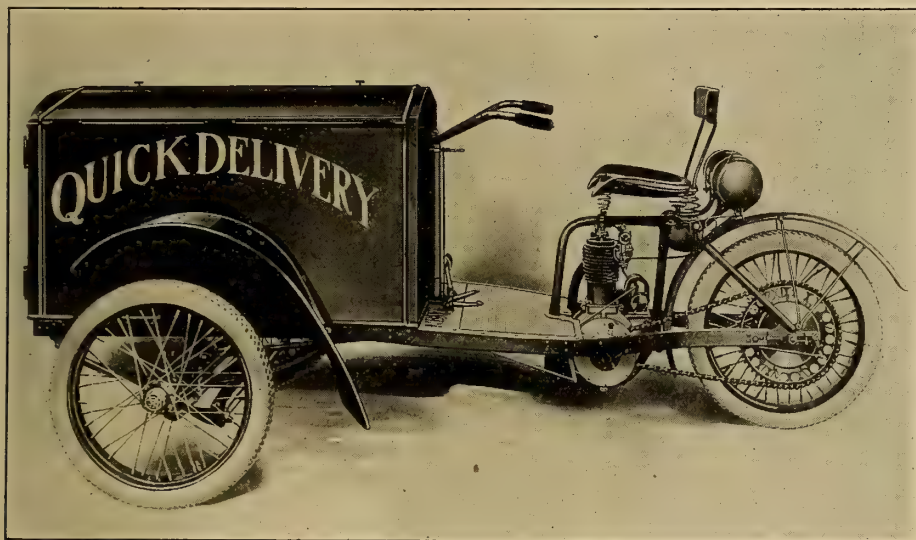
What is claimed to be the largest order for motorcycles ever placed in that state just has been filed by Guy W. Campbell & Co., Waterloo, Ia., who have specified a carload of Indians as being necessary to satisfy their requirements for this year. The consignment will consist of approximately 75 machines, valued at \$20,000, and will include the entire line of models. The Campbell company nearly doubled its 1911 order over last year, and already has orders for 25 per cent. of its allotment, which will be distributed over four of the counties of that prairie state.

### Corbin Club Holds a Banquet.

The P. & F. Corbin Club, of New Britain, Conn., held its fifth annual banquet in Hartford on the 20th inst. Sixty-five members of the club and the company's officials were present, the officials being the club's guests. C. H. Parsons, president of the P. & F. Corbin Co., was the toastmaster. A vaudeville entertainment followed the dinner. To every man present the club presented a watch fob and ash tray bearing the Corbin trademark.

### Chapple Sails for Southern Conquest.

A. G. Chapple sailed this week from New York for the South, where he will remain for two months, traveling in the interests of the Merkel-Light Motor Co. He took with him a couple of racing machines, and will take part in the Mardi Gras races at New Orleans, the Florida Beach Carnival and other meets that may be held in that section during his stay.



NEW ERA QUICK DELIVERY VAN

heavier construction where experience has shown it to be desirable. Unlike previous vehicles of the sort, the New Era tri-car is not a motorcycle with a parcel box attachment that makes it convertible for either business or pleasure purposes, but is an out-and-out commercial vehicle, designed and built solely for commercial purposes.

The frame is of heavy pressed steel with riveted corners, and is inswept at the rear, where the tubular motor cradle and rear stays are attached. The engine is the regular 6 horsepower New Era type, with a bore and stroke of  $3\frac{1}{2} \times 3\frac{3}{4}$  inches respectively. It is cradled in a loop directly in front of the rear wheel in the same manner as on the touring models. The cylinder and head are an integral casting, with horizontal cooling flanges throughout, and the outer cylinder wall is stripped below the bottom of the stroke. Large valves are used, the inlet being of the automatic type and housed directly over the exhaust valve. The latter is of two-piece construction, having a cast-iron head and steel stem. A Heitger carbureter is used.

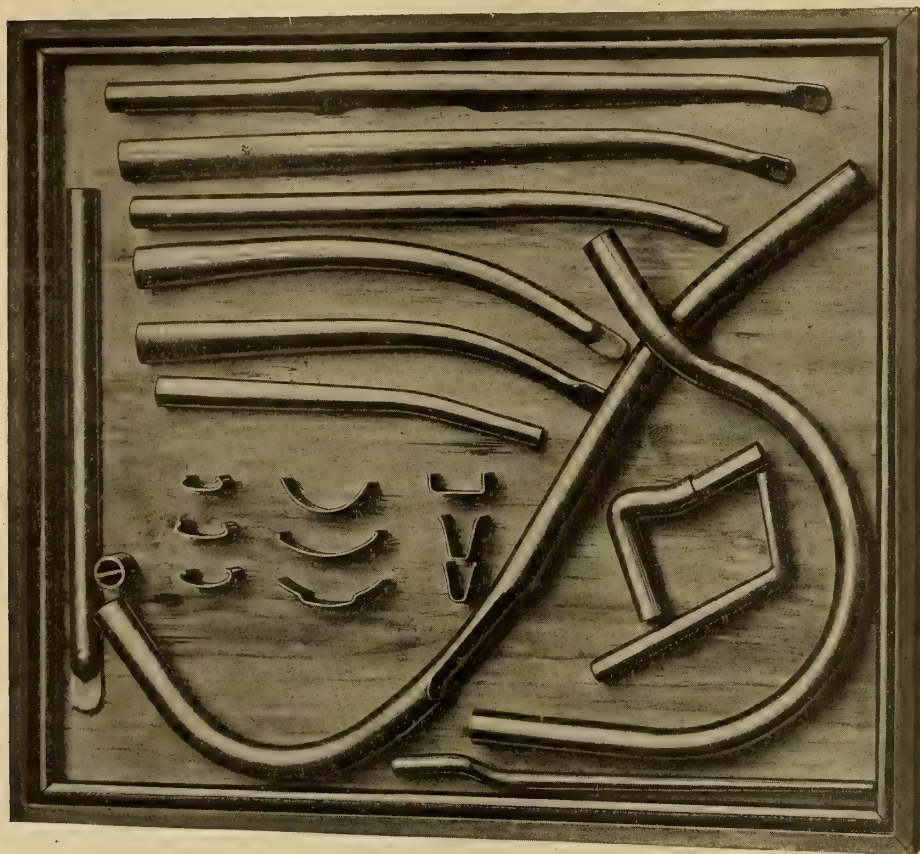
Another exclusive New Era feature is the one-piece crank shaft that is forged from vanadium steel. The fly wheels, which are

ing a rigid construction and unit power plant. The transmission is built sufficiently heavy to transmit 10 horsepower. The starting crank is permanently attached to the right end of the crank shaft, and when not in use is carried in a leather boot that prevents it catching in any obstruction in the path of the vehicle. The control of the transmission is vested in two pedals on the foot board, one each being used for high and low-speed clutches. The final drive is direct through a 5-16 roller chain to a large sprocket on the rear hub. The sprocket is mounted on a large drum inside of which an expanding brake operates, the brake control being by foot pedal. The application of the brake disconnects the engine and transmission.

Both of the tanks are of seamless steel tubing, the oil reservoir being made integral with the tubular section of the frame and located under the form seat. The gasoline tank is carried over the rear wheel. The muffler is located under the engine and is fitted with a foot-operated cut-out. Steering is through a vertical tiller post with drag link connection to the steering knuckles. V-shape handlebars are mounted on the tiller post, and motor control is accomplished through the double



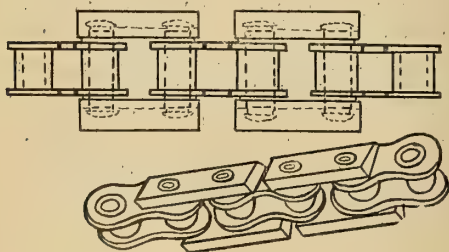
## OBJECT LESSON IN STEEL RIMS AND TUBING



For purposes of exhibition at the shows, the Standard Welding Co., of Cleveland, O., has prepared an elaborate display board of tubing and rims as shown in illustration.

## Combines Chain and Belt Drive.

Many attempts have been made to combine a chain and belt to form a satisfactory power transmitting medium for use on motorcycles, but of the numerous devices of the sort that have been brought out from time to time few have survived in this country. In the past some American machines were fitted with chain belts, and at the present time there are driving mediums of this type still manufactured, but they are not standard equipment on



any machine. In England, however, the chain belt is by no means a dead issue. Quite different from all previous forms is the combination chain-belt drive invented by Charles Holliday, who is connected with the firm of Hans Renold, Ltd., Birmingham. As the accompanying illustration shows, it is an ordinary roller chain with tapered leather wedges attached to the chain rivets. The novelty of the device lies

in its application, for instead of running over the conventional grooved pulleys, it runs over a sprocket on the engine shaft and a grooved pulley on the rear wheel. By this method of drive the disadvantages of

bending a belt over a small engine pulley are avoided, a positive drive is obtained and abnormal stretching is eliminated. This form of drive has been tried out to some extent on a motorcycle, and has given satisfaction where used for driving special shop machinery. Another advantage claimed for it is that it permits a large gear ratio with short centers.

## Auxiliary Air Inlet for Intake Pipe.

Appreciating the fact that there always is a market for any meritorious article that really makes for increased efficiency or comfort in a motorcycle, Brazenor & Ruderman, 1041 Bedford avenue, Brooklyn, N. Y., are offering to the trade a neat combination



priming cup and auxiliary air valve. Among the advantages claimed for it are that priming is easily accomplished making for easy starting in cold weather, and that by the admission of extra air beyond the mixing chamber, a saving of gasoline is effected, and smoother running, additional speed and greater flexibility are obtained. The device, as the accompanying illustration shows, is neat, compact and has a generous opening. It is made of brass throughout with nickel finish. For air regulation the air port is controlled by a knurled sleeve which is a snug fit and is not affected by vibration. Best results are obtained by fitting the valve close to the inlet valve. A screw driver slot is provided in the top to facilitate attaching.

## LIVE MOTORCYCLE AGENCY IN HOUSTON



The picture shows the interior of the establishment of Austin W. Burges, of Houston, Tex. He handles the Indian and has been stirring up racing excitement in his neighborhood.



## DESCRIBES AUSTRALIAN BUYERS

Capable Observer Makes Humorous but Pertinent Comments on Motorcycling Boom in the Antipodes.

Just to show some of the types of motorcycle enthusiasts who go to make up Australia's motorcycling army, which already is 6,000 strong, and which promises to be many times that number in the next few years, a correspondent in Sydney, New South Wales, has forwarded a photograph of five riders who were prominent in a recent military dispatch riding stunt; and with the photograph he submits some breezy comments and observations relating to the men and how they represent the different classes of riders in Australia to whom American manufacturers could appeal. He says:

"The five good and true motorcyclists illustrated are members of the Motorcycle Club, of New South Wales, who assisted as dispatch riders in the mobilization of troops promoted by the Automobile Club of Australia's volunteer corps. The boys had a strenuous time, and acquitted themselves admirably in spite of adverse conditions in bad roads, accumulations of cars on the road and other difficulties.

"Incidentally the pictures form an object lesson that well might be taken to heart by American motorcycle manufacturers. I refer to the makes illustrated. Let me preface by saying that in New South Wales there are 2,000 motorcyclists registered; in Victoria a similar number, and in the other states of the Commonwealth together a further 2,000, making 6,000 in all. Taking the illustration as a sample (and my experience has shown me that it is a fair sample), the analysis works out as follows: British machines, three; Continental, one; built-up in Australia of British parts, one.

"The rider of the first machine, who might be taken for Kaiser Wilhelm incog., is president of the Motorcycle Club of New South Wales, and the machine is a 9 horsepower twin built up in Australia from "Jap" engine and British parts, including a chain-driven two-speed gear, spring forks, speed indicator and all luxuries. He is representative of a fairly frequent class in Australia of the enthusiastic sort who spare no expense in their equipment, who do not mind weight for stability and whose desire it is to make the two-wheeler as nearly like a car as possible. Do not misunderstand and say that he should have a car instead of a motorcycle. This type often has tried a four-wheeler and given it up in preference for the two-wheeler.

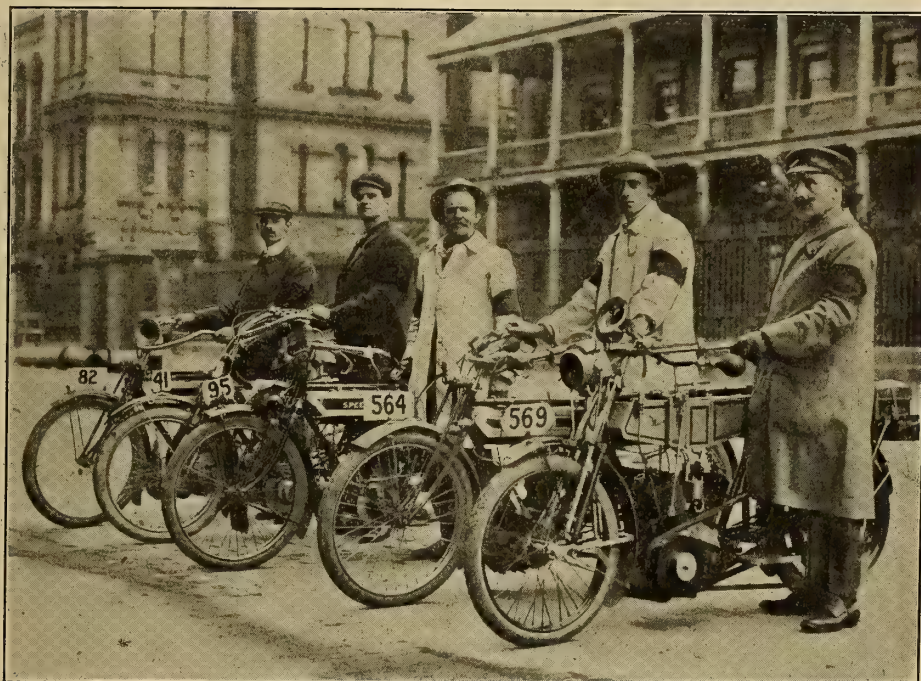
"The second rider is a representative of another class, still strictly amateur but with a mania for speed. He rides a 3½

horsepower Triumph single-cylinder, and is seen on the local track whenever opportunity offers. He comes out minus spring forks, mud guards and trappings. Generally this type has the intake pipe on the engine side drilled for extra air; uses a preserve can for a fuel tank instead of the ordinary touring tank; has racing seat and racing handles; and is prepared to put up a 50 miles per hour bat on a track built for not more than 30 miles per hour. If he thought he could get a 'jigger' faster than his own mount, he would drop the latter and buy something irrespective of national-

engines, cradle or girder frame, carbureters and the like, but these, with the possible exception of the first, are more or less details. The motorcycle rider here is a real tangible community, and should be laid hold of by the American manufacturer."

### Shows Numerous Empire Accessories.

Illuminated on the front cover with an imperial crown of gold pearl and red, the 1911 catalog of Empire tires, issued by the Empire Tire Co., of Trenton, N. J., shows many of the company's accessory products in addition to its tires, which latter at pres-



FIVE AUSTRALIAN AMATEUR DISPATCH BEARERS

ity if it would tote him along even so much as a second or two better per mile.

"The third is a trade rider, who, curiously enough, seems to be always beaten by the amateurs in spite of all his facilities for tuning up and all the time he spends on the track and the road. He rides a Continental machine with the local trader's transfer. The fourth and fifth riders are amateurs who affect British machines of the single-cylinder class.

"The machines throughout are fitted with variable pulleys and magnetos. Nothing in the shape of dry battery ignition is tolerated here. A machine will sell better with 2½-inch wide tires than with 2¼, and no wheel diameters exceed 26 inches. Ground clearance is an essential point, and anything lower than 4½ inches between engine or cradle frame and the ground is difficult to sell.

"Continental makes such as the German N. S. U., the Belgian F-N and the Swiss Moto-Reve sell here and prosper exceedingly. Such being the case, why should not the American motorcycle? There are many points that might be elaborated on, such as chain or belt drive, ball-bearing

ent are supplied only in motor car sizes, although the company makes red rubber butt-end tires for motorcycles. The rear part of the catalog shows Empire brake lining, Empire ignition cable, rolled end rubber tubing gas lamp connections, pure gum tubing, enameled duck tube cases, tube bags, tire protectors, repair pads and repair kits.

### Motorcycles at Hartford Show.

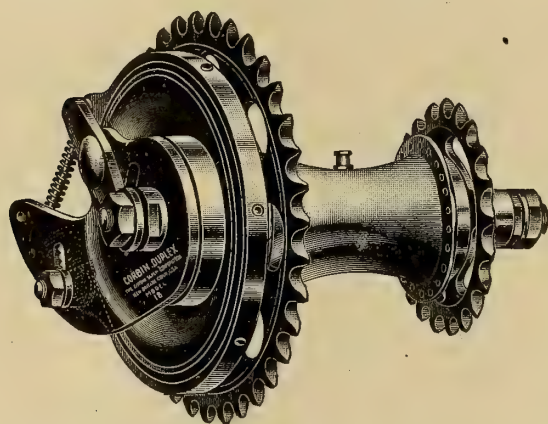
There will be two motorcycle exhibits at the Hartford (Conn.) automobile show, which is to be held in Foot Guard Armory during the week of February 20-25. George S. Maslen will show the Indian and Excelsior, and Finch & Hayes will exhibit the Merkel and Thor, while both will show complete lines of motorcycle accessories.

### Avoiding Dangerous Skidding.

A front wheel skid calls for application of the brakes, but a rear wheel skid never. In the latter case braking accentuates the skid, and the best thing to do is to try and keep the front wheel straight. Remember that even anti-skid tires will slip if corners on a very dry road are taken at speed.



**T**RIANGULAR friction band, fitting a large V-shaped drum; new releasing mechanism outside the brake, and an avoidance of all lever interference with chains—these are some of the features of the new



## 1911 Corbin Duplex Band Brake

**I**n the latest Corbin brake for motorcycles the band, instead of being flat, as heretofore, is triangular, two of its sides being applied to the inner faces of a V groove or channel of the drum, which latter is of larger diameter than in previous models. Altogether there is 50 per cent. more braking surface than in previous models.

### MODEL No. 18, CHAIN DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line (both sides).....	1 15-16 inches
Spoke holes .....	36 and 40

### MODEL 18-A, BELT DRIVE.

Length over all outside of cones.....	6 $\frac{5}{8}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

### MODEL No. 19, CHAIN DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line (both sides).....	2 $\frac{1}{4}$ inches
Spoke holes .....	36 and 40

### MODEL No. 19-A, BELT DRIVE.

Length over all outside of cones.....	7 $\frac{1}{4}$ inches
Chain line .....	1 15-16 to 2 7-16
Spoke holes .....	36 and 40

**Corbin Screw Corporation** New Britain  
Connecticut

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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## Picking the World's High Spots.

This making and selling of motorcycles need not be a neighborhood affair, nor a local city affair, nor one confined to the manufacturer's own state, nor even a proposition having the limitation of being national. It can be a world-wide business for a maker who produces good machines in quantity. That is why space is given in this issue to telling in one place about the excellent business opportunities in British South Africa, and in another to the plea of an Australian for American motorcycles in the Antipodes.

Just at present hardly an American manufacturer will feel any keen interest in bothering about far-off markets in this or that part of the world outside of the United States, unless it might be Canada or England. Such piping times are in prospect right here, and the outlook is so magnificently big that few things could seem more premature or more of a bore than to be urging attention to export trade. A sales manager could work a lifetime on the situation in the United States and still find that he yet had figurative worlds to conquer inside the domestic American borders without tackling "furriners."

Present attractions do lie in starting an

export lead here and there, however. Every manufacturer's sales department knows that there are "high spots" on the selling map where motorcycle sales bear no fixed relation to population, and where the sales are greater than in other cities or districts where more might be expected. Los Angeles, for instance, although a city of only medium size, has several times as many motorcycle users as New York City. Since motorcycles sell so well in Los Angeles, it is more important to have a slice of its market than to have an agent on Broadway. There are "high spots" on the world map, too, and if Cape Town or Timbuctoo has a wave of motorcycle enthusiasm and is buying machines, an agency there is better than a struggle to awaken a backward and tight-wad domestic community of the same size.

It will be many, many yeears before the domestic market has been combed so fine that sales managers will have to start hard, close and relentless campaigns in foreign markets. There is ample room for hard work and creative selling campaigns at home, where the manufacturer's own selling organization is right on the ground. But this is no reason why a manufacturer should not let good agents in live foreign motorcycling cities do valuable work for him. It is possible to get in touch with such agents without much trouble.

By treating the foreign agents right, giving them the same square deal that a domestic agent would receive, the American manufacturer can make for himself a comfortable chain of steady order bringers that will work all the year around, with no effort on his part except supplying the machines. It has been the shame of many lines of manufacture in America that export orders were considered opportunities to unload left-overs, discard and junk. The orders would come unsolicited, the manufacturer would care nothing about the market to which the goods were going or about his reputation there, and the foreign buyer would get whatever antiquated stuff would fill the general terms of the orders. There would be no repeat orders, nor would the manufacturer want or expect any. The crimes of manufacturers in this respect, however, have been as nothing compared with the substitutions by the foreign export agents buying for customers in other countries. The combined effect has been to make foreign buyers suspicious until they find they are being treated right.

Without devoting too much thought or effort to export business, it is possible for a manufacturer to encourage the foreign dealers who are attracted by his goods or with whom he may get in touch by his own enterprise in writing a few letters and sending some catalogs, where it is known the motorcycle market is showing strong. The mere fact that an agent is across the sea should not prevent his being treated as he should be treated, if he be a real "live wire" in motorcycle selling.

Seeking information as to why some buyers prefer English bicycles to those of American manufacture, an official of the United States consular service is told that English machines sell better because they have mud guards and the American machines have not. The general absence of mud guards on American bicycles not intended for racing but for normal every-day conditions on streets and roads, still remains one of the commercial inconsistencies of the times. Undoubtedly the mud guard is an extra expense in the equipment, and it may be that American eyes are so accustomed to bicycles without mud guards that the latter give the impression of cumbersome clumsiness when they are fitted, but the practical need for mud guards on the average bicycle is indisputable. Models with well-fitted and ample guards have an excellent selling point in their favor, once the arguments are properly formulated and the salesmen well instructed as to the merits and advantages of this feature.

Motorcycle clubs can strengthen the highway campaign materially by co-operating with their legislative representatives, furnishing such information regarding needed improvements as they possess.

Pass animals very slowly. They cross the road for the same reason as a chicken—to get on the other side. They probably will choose the moment of your appearance to tempt fate.

If you see any possible difficulty ahead, go very slow or stop; never take the risk of the road becoming clear by the time you arrive at the point of obstruction.

Tires should not be exposed to extreme temperatures. In winter it is a wise plan to stop on the sunny side of the street, and in summer on the shady side.



# Coming Events

1911 JANUARY 1911							1911 FEBRUARY 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31				
JANUARY—FIRST MONTH							FEBRUARY—SECOND MONTH						

February 3, Buffalo, N. Y.—Bicycle races at Sixty-fifth Regiment games.

February 4, New York City—Bicycle race at Irish-American A. C. carnival in Madison Square Garden.

February 6-11, Chicago, Ill.—National Association of Automobile Manufacturers' tenth annual show in Coliseum; motorcycle section.

February 8, Chicago, Ill.—Motorcycle Manufacturers' Association meeting at New Southern Hotel, 10:30 o'clock a. m.

February 9, Chicago, Ill.—Veteran bicyclists dinner at the Sherman Hotel.

February 11, St. Louis, Mo.—Annual masque ball of the St. Louis Cycling Club at Hart's Hall.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 21, New York City—Century Road Club Association, Eastern Division, annual ball in Westminster Hall, Lenox avenue and 114th street.

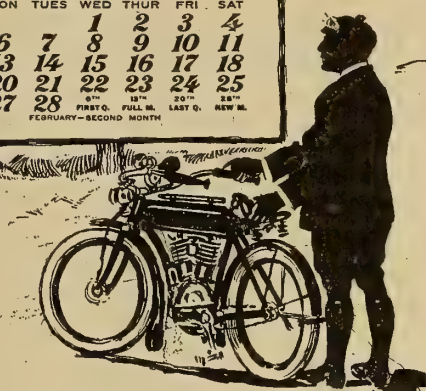
February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, Floral Park, L. I.—Eastern Division C. R. C. A. spring century road race.



May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 30, Asbury Park, N. J.—Mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

pay a reasonable vehicle tax. The result was an ordinance taxing bicycles \$1 per year, which we have been paying ever since with very little protest. We paid the tax all right, but did not have very much success in getting what we were after. The wheelmen were crying for less water on the streets, and the property owners, who have to foot the sprinkling bill, were howling for more, and the result was that the sprinkling department was always between two fires in the early part of the season, eventually giving in to the contractors and property owners. This was to be expected, as we were comparatively few in number and had no money back of us.

Times have changed now. We have the good streets all right, and many of the fellows who used to laugh at the bicycle riders of years ago for crying for rational sprinkling are now driving automobiles and are taking a lively interest in the sprinkling question, especially when the machines skid on a wet asphalt street and smash into a curbstone or a heavily loaded truck. The automobile owner after such an experience has a letter in the "peepul's colyum" of some newspaper a day or two later, complaining of the slippery condition of the streets, inefficient sprinkling, etc., etc. No doubt many of them think that the bicycle boys were not such big fools after all.

H. G. WOLZENDORF,  
St. Louis, Mo.

## Wants New York Decoration Day Race.

Editor of the Bicycling World and Motorcycle Review:

If the Century Road Club Association, or the Century Road Club of America, or the Empire City Wheelmen would call a race on Decoration Day and place the distance at 25 miles, they would be doing a great and glorious act. Keep the cyclists together on the same plan as the Field Day last year at Dexter Park and the following week at Guttenberg. I, and no doubt others, would be very glad to hear why the New York clubs do not get together and hold a big Decoration Day race themselves, instead of letting a club in Asbury Park, N. J., promote the only race that in any way resembles the old Irvington-Millburn.

A. VET,  
New York City.

## Correspondence

### St. Louis Bicycle Tax and Sprinkling.

Editor of the Bicycling World and Motorcycle Review:

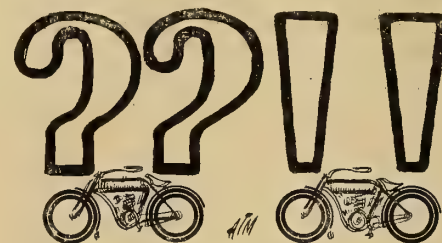
Although the tax on motorcycles in St. Louis is now \$15 per year, according to a new ordinance the tax on bicycles remains as before, \$1 per year. Councilman Espenschied objected to the taxing of bicycles at all, and will probably introduce an ordinance in the city council eliminating that tax altogether. Mr. Espenschied is an old-time bicycle rider, and never could see the

justice of the bicycle tax as imposed on riders of recent years.

The ordinance taxing bicycles was passed a good many years ago when the wheelmen were making life miserable for the city officials, trying to get concessions from them in the way of rational sprinkling and better streets to ride over. Someone—I think it was the superintendent of sprinkling—said to Bob Hohn one day: "What right have you fellows got to be constantly kicking, anyhow? You don't pay any taxes."

Bob immediately got back at him and told him if that was all that was needed to get what we were after we would gladly

## FAMILIAR NAMES ILLUSTRATED.



"MARVEL"



## OAKLAND MOTORDROME PREPARING FOR BIG OPENING.



COMPLETING THE CONSTRUCTION OF THE HALF-MILE MOTORDROME AT ELMHURST, OAKLAND, CAL.

Great preparations are being made for the opening of the Oakland Motordrome, at Oakland, Cal., which now has been postponed until February 4 and 5. The Oakland Chamber of Commerce and the Merchants' Exchange are to meet to take some action that will help the celebration along, and the city's chief executive, Mayor Mott, is expected to contribute to the ceremonies that will precede the inauguration of racing

on the big wood saucer. On Friday evening, the night before the opening, there is to be a parade, after which a banquet will be held at the Forum to the racing stars, both motorcycle and automobile, who are to take part in the races.

Official entry blanks for the motorcycle races have been issued, showing the list of events on February 4 to be a three mile stock single cylinder amateur race,

with \$15 in merchandise as first prize; five mile stock two cylinder amateur, with \$25 merchandise order for first prize; five mile seven horsepower for trade riders, with \$35 in merchandise for first; ten mile race for trade riders, with a \$35 merchandise order for first; and a ten mile professional race, in which the first prize is \$50; second, \$30; third, \$20, and fourth, \$10. Events and prizes the second day are practically the same.

**Houston's Club Makes Good Progress.**

Austin W. Burges, a prominent local dealer, was elected president of the Houston (Tex.) Motorcycle Club at the annual meeting held last week. The other officers chosen were as follows: Roy McCalahan, vice-president; L. L. Adam, secretary; A. C. Robinson, treasurer; T. A. Barron, captain; A. Schuddemagen, first lieutenant; A. C. Granger, second lieutenant; executive committee, Charles Smith, Charles Heyer and A. L. Moore. It was decided to affiliate with the F. A. M., the details being left with the secretary. In addition to having quarters in a local automobile establishment, the club also has secured the use of meeting quarters at Seabrook, through the courtesy of the Seabrook Hunting and Fish-

ing Club, and it will be used as a suburban rendezvous for short runs, being slightly less than an hour's ride from Houston. The Seabrook quarters are nicely fitted up and have storage accommodations for several machines, and it is expected that they will prove a popular meeting place. Organized about one year ago, the club now has 35 members and is growing steadily.

**Rochester Riders Re-Elect Ellsworth.**

The Rochester Motorcycle Club, of Rochester, N. Y., has chosen its officers for 1911, and G. H. Ellsworth enters upon his fourth successive term as president of the organization, of which he is a charter member. The other officers elected were as follows: Joseph A. Ochs, vice-president; Ed Stauder,

captain; R. J. Bishop, first lieutenant; G. Hammond, secretary; George H. Wagner, treasurer; J. E. Heckman, second lieutenant; William Troy, first sergeant; Dr. J. A. Bier, surgeon; Roy Redman, bugler; Dolph Warner, color bearer. A. Rowlands was appointed to the board of governors.

**North Jersey Officers Installed.**

New officers were installed by the North Jersey Motorcycle Club, of Paterson, last week as follows: William Christoph, president; Harry Eike, vice-president; W. R. Spear, recording secretary; W. J. Wallen, financial secretary; Herbert Gordon, treasurer. Following the business session a vaudeville entertainment was enjoyed by those present.



## LOUISVILLE CLUB IS THRIVING

**Young Organization Shows Good Results in Short Time—Members Face Camera and Magnesium.**

Some of the members of the Louisville Motorcycle Club, of Louisville, Ky., recently submitted to being grouped before the flashlight man, with the result shown in the accompanying illustration. The fourth man from the left in the first row is E. M. Hughes, president of the club and former vice-president of the Southern District of the Federation of American Motor-



GROUP OF MEMBERS OF THE LOUISVILLE MOTORCYCLE CLUB

cyclists. His successor, L. W. Thompson, is seated second from the left in the second row. Sixth from the left in the first row is C. E. Rodgers, secretary of the club.

Considering its tender age, the Louisville club has shown itself very progressive. It was organized by President Willis, of the F. A. M., at the Louisville Hotel, about eight months ago. Last summer the police officials endeavored to impose a license fee of \$5 per year on motorcycle riders in Louisville, the same fee that was charged automobilists. At quite a little expense the club employed a lawyer and a test trial was made. The club came out victorious, and its lawyer drew up a \$2 license ordinance, which went through, saving every rider in the city \$3.

The club gave one race meet last year, at which the F. A. M. two mile championship was run off. The organization intends giving several race meets and endurance runs during the coming summer. It invites correspondence with other clubs, that may be reached through the secretary, C.

E. Rodgers, at his home address, 4011 Grand boulevard, Louisville.

## McCone Beats Automobile to Atlanta.

In a race from Savannah to Atlanta, Ga., a distance of 135 miles, Earl J. McCone, of Savannah, riding an Indian motorcycle, defeated W. H. Howard, driving an automobile. The contest, which took place on the 15th inst., was the first of the sort to be pulled off in that section, and the result was awaited with great interest by both the motorcycle and automobile enthusiasts. The trip took the racers through Statesboro, Millen and Waynesboro. The roads were in fine condition, and both contenders broke the records between the cities. Mc-

## PROTESTS "RECORD" ADVERTISING

**Chairman of Competition Committee Says Only Officially Accepted Records Are "Records"—Urges Caution.**

Protest against the general practice of claiming records by machines in time trials or competition before they have been officially accepted, and the publishing in advertisements of such performances as records by manufacturers of the machines concerned was made this week by Chairman Thornley, of the competition committee of the F. A. M. While there is no rule prohibiting such action, and its abatement only can be brought about by public opinion and an appeal to the manufacturers to refrain from continuing the practice, the chairman feels that in addition to being erroneous and misleading to the public, it is detrimental to the F. A. M., for by attempting to anticipate the decision of the competition committee, a manufacturer puts himself in the position of passing on records made by his own machines, and lessens respect for the authority of the national organization. Furthermore, the premature claiming of records that later may be rejected, acts as a boomerang on the machine affected, and tends to lessen the value of its legitimate performances. At the present time certain performances which have been claimed as records for a certain machine are pending before the competition committee, and there are rumors that sufficient cause has been found to justify their rejection as such. In calling attention to the matter, Chairman Thornley trusts that it will result in a disposition on the part of the manufacturers to refrain from advertising as "records" those performances whose record-breaking features have not been officially accepted.

## Springfield Buckeyes Elect Officers.

Twenty-six of the 37 members of the Springfield (Ohio) Motorcycle Club attended the second annual election of officers, which was held on Tuesday evening, 10th inst. The following officers were elected: I. O. Bishop, president; Henry Beckley, vice-president; William H. Wall, secretary and treasurer; James H. McHaig, captain, and Glen H. Horner, trustee. After the election a vote of thanks was given to the retiring officers for their efforts in behalf of the club during the past year. Steps were taken looking to the securing of new members for the coming year, and a new by-law was passed, making it compulsory for all members of the club to become members of the F. A. M., the annual F. A. M. dues to be collected as club dues. A short talk was given by the retiring president on the evils of the open muffler, and then a flashlight photograph was taken, after which the members enjoyed a spread.

Cone defeated Howard by 14 minutes. During the race McCone rode 21 miles in 40 minutes in the dark. He also went through a barbed-wire fence. Later he hit a pig and lost a pedal. A collision with a railroad rail warped one wheel. Howard was more successful in getting through without mishap, however. He only hit one cow on the run.

## Essays New York-Chicago Winter Trip.

Sinking his identity in the sobriquet of "Emblem Scout," a bicycle and motorcycle rider of New York City has announced his intention of demonstrating the military usefulness of the motorcycle for dispatch work by riding an Emblem motorcycle from New York to Chicago, bearing dispatches from an army officer at Governor's Island, New York, addressed to an officer in Chicago. According to the announcement, he will start at 7 o'clock Sunday morning, 29th inst., and confidently expects to reach Chicago before the opening of the Chicago show's motorcycle section on February 6.



**DINNER NICE BUT NOT NAUGHTY**

**New York Motorcycle Club Retrieves Itself  
in a Beefsteak Affair—A Pleasant  
"Get-Together."**

Until this week one had but to mention a combination of beefsteak dinner and New York Motorcycle Club in the hearing of any of the prominent tradesmen or riders in the Metropolis to provoke a solemn raising of right hands and the renewal of fervent vows of "Never again!" Whatever may have been the objectionable features of past functions, the 1911 beefsteak gathering at Reisenweber's Wednesday night, 25th inst., was utterly devoid of disagreeable features, and not one of the 22 persons who were present was heard to voice any disapproval. Several of those who attended had foresworn all gatherings of the sort but were persuaded to give the club a chance to retrieve itself, and it made good.

As the invitations indicated, it was an old-time "get-together," at which everybody was privileged to eat, drink, smoke and talk as much as he pleased, and all took advantage of the privileges. Covers were laid for 25 in a private dining room, the tables being arranged in the form of a T. There were only three vacant places at the tables, the expected occupants of which were unavoidably absent. Formality was entirely dispensed with, and Toastmaster Frank Seery soon made everyone feel at ease by witty remarks.

While the good things were disappear-

ing, there was a continuous flow of clever conversation interspersed with peals of mirth. After the cigars were lighted, Toastmaster Seery called on most of those present for remarks on subjects pertaining to various phases of motorcycling with which the several speakers were familiar. When the flow of oratory had ceased, several of the company entertained with piano selections, songs and stories. One of the best entertainers of the evening was A. O. Vierick, who kept the gathering continually convulsed with his droll remarks. After a most enjoyable evening the gathering broke up after midnight, and despite the plentiful supply of amber-colored gasoline that was provided, not a man but what was able to steer perfectly toward his own garage.

Those present were as follows: Frank Seery, George P. Jenkins, E. C. Kicherer, J. B. Webb, Dr. J. P. Thornley, T. J. Sixsmith, John U. Constant, Jerome T. Shaw, J. A. McKeever, J. J. O'Connor, William H. Ehler, M. E. Toepel, F. W. Horenburger, A. O. Vierick, A. H. Bartsch, G. C. Kirchhof, F. W. McEvoy, Frank Hart, Walter Goerke, William Wood, J. F. McLaughlin and A. Kreuder.

**Jerseyites Dine in the Metropolis.**

Members of the New Jersey Motorcycle Club held their "alumni" banquet at Martin's, New York, Friday night, 20th inst. Covers were laid for over 30. The motorcycle show, in connection with the Madison Square Garden automobile exhibition, was made the point of rendezvous from which the trip was made to the banquet hall. Viewed from several angles the affair was a great success.

**REWARDS FOR F. A. M. WORKERS**

**Directors Authorize Gold Watch Prizes  
for Membership Getting—Other Jew-  
elry Prizes as Well.**

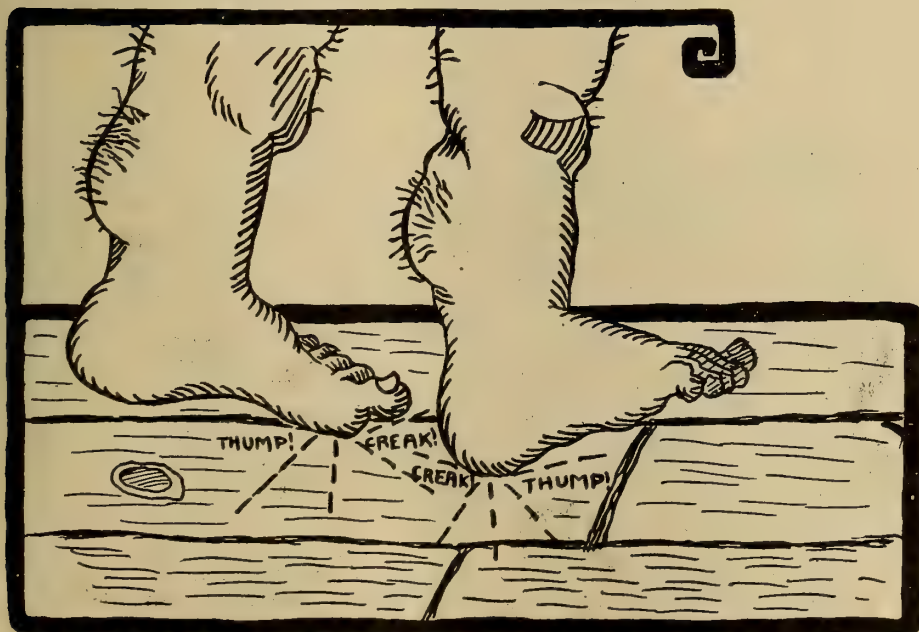
Important action on two matters pertaining to membership was taken by the board of directors of the F. A. M. at its meeting in the Hotel Astor, New York City, on the 13th inst., that is expected to stimulate the members to greater efforts in obtaining new recruits, and also result in a stricter inquiry as to the desirability of all applicants for membership. To encourage members to get out and hustle for new members, it was decided to authorize the vice-presidents of the several districts to offer in behalf of each district a gold watch, not to exceed \$50 in value, to be awarded to the member in that district who brings in the greatest number of new members during the fiscal year. Provision also is made for rewarding those who, though they fail to win the major prize, are entitled to some suitable recognition for their work, and the national secretary is empowered to offer to all members bringing in 25 or more new members during a fiscal year their choice of an F. A. M. watch fob, stick pin or cuff links in gold. Awards will be based on information taken from the original application on file in the secretary's office, showing just who deserves credit for each new member. Hereafter applicants for membership must fill out their own application blanks and forward them to the national secretary, after they have been endorsed by the proper persons. In the past it has been the custom for the canvasser obtaining the application to fill it out and send it in, thus relieving the applicant of the bother.

**Harrisburg Has a Motorcycle Club.**

Harrisburg, Pa., now has a motorcycle club as a result of a large and enthusiastic meeting of a majority of the local riders held at the West End Electric & Cycle Co.'s store, Green and Maclay streets, on the 24th inst. The organization will be known as the Harrisburg Motorcycle Club, and its first officers are as follows: E. R. Keffer, president; George Lampas, vice-president; George F. Hewitt, secretary; Arthur E. Gettys, treasurer; E. H. Bitner, captain. The club plans to hold a number of runs during the season.

**Louisville Club Now Transient.**

Owing to the inaccessible location, the Louisville (Ky.) Motorcycle Club has given up its present quarters and will meet temporarily at the establishments of local dealers who have tendered the use of their stores. All communications should be addressed to the secretary, C. E. Rodgers, 4011 Grand boulevard.

**TIRE TERM.**

**A HEAVY TREAD.**

ffram3



## EXCELSIORITES ON A KENTUCKY WATER WAGON



Evansville, Ind., like many another city, has a sturdy "Clan Excelsior," composed of riders of Excelsior machines. It was organized June 19, 1910, and has about 20 paid members. The picture is a photograph taken on a ferry boat, on a return run through Kentucky.

## Newark Club Sticks to All Night Run.

Discouraging outside influences will not swerve the Newark (N. J.) Motorcycle Club from holding a continuous 24 hour endurance run over Decoration Day, although Dr. J. P. Thornley, chairman of the competition committee of the Federation of American Motorcyclists, has advised against holding the run, in the belief that some accident might happen during the night riding. The riders claim they are so familiar with the roads to Atlantic City over which the run is to be made, that there is not any undue danger in the run. The roads, too, will be in excellent condition at that season of the year. The sanction will be issued and a list of prizes and entry blanks prepared immediately.

## Baumeister's Twin Proves Restive.

That system of getting aboard a motorcycle which is known as the "flying mount" has no more attractions for Charles Baumeister, of Louisville, Ky., as a result of a somewhat hair-raising experience that befell him recently while trying out a new Yale twin. As he reached the foot of a steep hill on one of the city streets a train passing over a grade crossing temporarily obstructed his progress. When the road again was opened to traffic he ran alongside the machine intending to make a flying leap into the saddle when the engine began to shoot. As he threw his body into the air, however, his right leg got mixed up with the luggage carrier over the

rear wheel, and he sprawled on all fours on top of the machine; but he still clung to the bars. Meantime the Yale, which its makers say will never fail, lived up to its reputation, and romped up the hill at a good clip with Baumeister hanging on for dear life. Before he was able to stop the machine it carried him over the crest of the hill and some distance beyond. Since that memorable ride he essays no more catch-it-on-the-jump saddle mounts, but

carefully clammers into the saddle from a standstill and makes a pedaling start.

## Buffalo Club in Permanent Home.

Permanent quarters for the Buffalo Motorcycle Club, of Buffalo, N. Y., have been taken in the Henkel building, at Main and Utica streets, and at a meeting held on the 17th inst., the club decided to install a pool table, shuffle board and other devices of amusement. A bulletin board and a telephone connection will follow, the former for the posting of various communications received by the secretary, as well as a list of the members in good standing who are entitled to a voice in the club affairs. A special meeting of the members will be held on Tuesday evening, January 31, in the new club rooms.

## Jenkins is Iowa's F. A. M. Commissioner.

Signs of F. A. M. activity in Iowa are indicated by the appointment of F. R. Jenkins, of Des Moines, as state commissioner. Jenkins is a local dealer, and his selection marks the beginning of an active campaign on the part of the F. A. M., for while there already are several members and affiliated clubs in the state, he is the first state commissioner named.

## Lawrence Motorcyclists Banded.

Lawrence, Kans., has a motorcycle club which, although it is not yet a formal organization, is rapidly making progress toward being one. Over a dozen riders are already in the band, and they have started taking weekly trips to such points as Topeka, Kansas City and Leavenworth.

## Los Angeles Riders in a Sunday Run.

The Los Angeles Motorcycle Club, of Los Angeles, Cal., held a club run on Sunday, 22d inst. The route was to New Hall, over the New Hall grade and through the tunnel.

## MOTORCYCLE MAIL DELIVERY DESPITE WINTER



When the rural roads are in reasonable condition for other vehicles they are all right for the motorcycling rural free delivery letter carriers. The picture shows an Emblem rider on his route in January.



## An Adventure in Lubrication Economy

Since I am the proud owner of a motorcycle, it is hardly necessary to say that I am an enthusiast on the subject; I have yet to find the rider who is not. Enthusiasm seems to travel in company with all motorcyclists, and the scoffer of today as likely as not will be one of the most energetic pushers of tomorrow.

A friend of mine—one, by the way, who had called me all the varieties of fool when I bought my machine—rivals me in his enthusiasm. He finally ordered his motor just a year after I received mine, and was in a constant state of coma during the two weeks' wait before it came from the factory. Meanwhile a holiday hove in sight in the offing, as my sailor friend, the late W. Shakespeare, so tersely used to express it, and we must needs go riding together. I loaned my single to the new recruit and borrowed a 7 horsepower twin of the same make from the agent, who, I feel quite certain, will never consider life wholly worth while until he has induced me to trade my machine in on the purchase of one of his doubles.

We started forth, filled with a good breakfast and the laudable ambition to eat up as many parasangs of road as we could between daylight and dark. All went finely for a few miles; then my machine—the single—began to fly signals of distress. Pard, being a green rider, couldn't adjust her, so I took a hand in the game and soon succeeded in locating the trouble. The mixture was a trifle rich, and she was suffering from an overdose of oil.

"Go easy on the oil pump," I said as we started on, "and she'll treat you all right."

The road was fine, the day glorious and as the whirring motors reeled off mile after mile, we experienced huge slices of that pleasure known only to the motorcyclist. It was my companion's first ride, and so he couldn't help enjoying himself! while I was a close second through the satisfaction of making the acquaintance of that 7 horsepower chugger.

About the middle of the morning we struck a bad bit of country road, as it was necessary to make a detour to avoid a spot where macadamizing was in progress. Pard rashly attempted to negotiate a patch of deep sand at about 25 m. p. h. and took a neat dive. There was a mill pond close beside the road, and the hapless wretch narrowly escaped rolling into the drink. Thought he needed a bath, I suppose.

But he had the laugh on me a short time after. We stopped in the residential part of a good-sized town to inquire our way, and as we started up, two sweet young things who were passing by paused to

watch us. I tried to make a pedal mount, but gave the twin too much throttle, so that when the spark made connections she began banging at something over 90 miles an hour. I made a frantic leap for the pedal, missed it, just managed to hook my chin to the saddle, and in that graceful posture was dragged down the street, my two knees leaving a series of dents in the asphalt as honorable evidence of the progress.

"Haw! haw!" came pard's hoarse cackle, as I finally stopped the runaway. "Do you always get on like that, or was it for the benefit of the audience?"

My remarks need not be repeated.

Nothing else happened to mar our pleasure until afternoon, when we swung down through a stretch of beautiful road for our homeward journey, the last 40 or 50 miles of which was to retrace our morning's path. Then began the series of incidents which finally culminated in the Grand Disaster.

In the first place, pard ran out of gasoline on a steep hill, and nearly pedaled his head off trying to make the engine cough with her carbureter as dry as a two-hour sermon. Ten miles later, as he was riding about 50 feet in advance of me my rear tire became soft, and I knew I had acquired a puncture. Just as the rim began to bump I lifted up my voice and yelled to pard, for the entire supply of tire glue was in the tool box of his mount. No result; he disappeared in a cloud of dust.

I found the leak, caused by a measly carpet tack, and then sat down in the shade to compose a little ballad called "The Insides of a Tire; or Reflections of a Rusty Nail." Five minutes later pard reappeared and the puncture was fixed up in short order.

Incident No. 3 happened immediately after. My fellow rider took a graceful skid while following up the trail of a sprinkling cart, and the right pedal crank was a sight for your headlights. It took us a half hour to beg, borrow or steal a wrench big enough to straighten it, and another half hour to do the job.

"Now," I said, as we finished, "all we need to complete our experiences is to run over an auto; only when you do it be careful not to knock off too much paint, or they'll make us settle for the damage."

As it was a holiday most of the stores along our route were closed, but in one place we loaded up a luggage carrier with a choice collection of edibles which we consumed with considerable satisfaction at the first suitable spot by the wayside. Then we resumed our trip, little wotting of the trouble with a big, big T that was ahead

of us, although even then it was not unalterably inevitable, so to speak.

Pard had been oiling his machine largely by my instructions, giving her a pumpful whenever I told him to. We were hippering along at a goodly pace—about 45 miles, according to the little dial on the handlebar—when pard whooped out to know if he should oil up.

"No," I shrieked back above the roar of the motors, "I guess she's good for a few miles yet."

A half mile further on he suddenly stopped dead.

"What's the matter?" I asked, riding back.

"Bless me if I know!" was the reply. "She just said Bing! and that was all."

"Inlet valve, probably," I said easily, leaning the twin against a convenient tree. "Nothing serious."

But a quick examination showed that it was serious. The whole thing was as clear as daylight. The engine had "run dry," with a broken connecting rod or a smashed piston as a result.

"Gee whiz!" gasped pard. "What'll we do?" We were then fully 40 miles from home.

"Have to tow you in," was my reply. "It won't be the first time I've done something of the kind, but it's the first time my motor ever got it."

"You can't tow me in," he protested. "Think of the hills."

"If I can't tow you home," I affirmed, "the ambrosias are on me in every town we pass through."

That was enough for pard; he yielded with good grace and began to take the belt off the disabled machine while I went on a still hunt for some rope. I finally got some antique hemp—a bit of the original stuff from Daddy Noah's ark, to judge by its looks—and hustled back to my waiting companion. It was a fierce job to get our outfit in motion, but once started we went spinning along as if nothing had happened. I had appreciated that twin motor early in the day, but from the time her double work began, my appreciation changed to downright affection. She pounded along with never a whimper, taking the steepest hills beautifully, in spite of the heavy drag behind.

We had no trouble until we came to the same city where I had given my exhibition of the pedal mount. What with the sprinkled streets, slippery cobble stones and the traffic we got it coming and going. In the thickest part of the traffic, where two business streets intersected, a fat woman with the inevitable bundle tripped over the



rope as we were pushing our machines along. A burly cop ventured to remonstrate with us.

"See here, young feller," he remarked impressively, "this won't do, you know."

"Right-oh, old chappie," I rejoined with a stony stare; "You're there to keep 'em out of our way." I verily thought that the aggrieved copper was going to run me in for offending the majesty of the law, but he refrained.

Finally we got through the town and came to that macadam road. Our speed crawled up to 40 miles an hour, and even then the twin was far from "wide open," but 40 miles seemed plenty fast enough when doing the tug-boat stunt. Next we hit the section where the new road was being built. To tow my companion over that detour of sandy ruts was to go hunting for trouble with a microscope, and we decided that it would be easier to push the machines through than to ride around. Rash decision! The prospects were bad, for there came the sound of several blasts from up ahead. After ten minutes of convict labor we met an Italian workman.

"No can getta troo," he informed us with a sunny smile.

"How far is it?" we gasped.

"Oh, 'bout haf mile."

Things became worse all the time. It was lift, pull and tug over piles of jagged stones, just as the blasts had rent them from the bedrock; through unheard of stretches of deep sand; and then more lifting over boulders until our backs were ready to break. We met some more laborers. They gabbled excitedly—as is their wont—the while regarding us.

"How far through?"

"Oh, 'bout mile."

More lifting, tugging and hauling.

"Heaven grant we don't meet any more people!" I burst forth. "The next fellow will probably put the end a couple of miles away."

We did meet another chap. He was shoving a bicycle through, and at our fevered inquiry calmly responded:

"Oh, a matter of a mile and a half."

"We'll never make it, then," sighed pard. "It's gained a mile on us in 30 minutes."

We did make it, though we were so tired that merely to get our caravan started was a herculean task. But then fortune stopped taking knocks at us for a change, and we arrived home without further difficulty. It spoke well for my companion's love of the game that notwithstanding his unfortunate experience, the end of our trip found him still enthusiastic—an enthusiasm for which he since has been well repaid in pleasure.

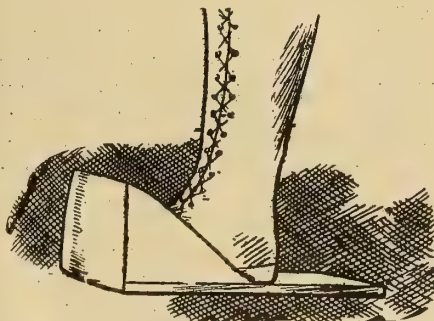
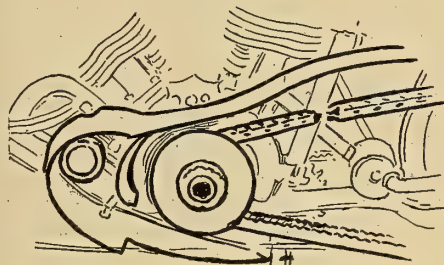
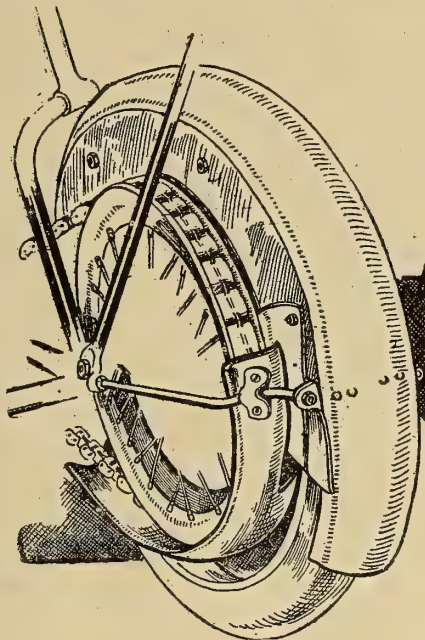
Next day I took my machine to the doctor who dissected it. The piston was gone, utterly smashed, the top of it having remained in the cylinder head. Four days later I received the bill. Did some one remark that oil is cheaper than repairs?

GEORGE M. JOHNSON.

## INGENIOUS BAD WEATHER GUARDS

Protection Schemes Devised by Riders in the English All Night Run—Thwarting the "Soup."

In the recent 24 hours winter run of the Motor Cycling Club of London, England, considerable ingenuity was apparent in the numerous guards and shields that were fitted to protect the riders and various



parts of the machines from mud and water. The existing weather conditions immediately before the contest indicated the need of such protection, and practically all of the contestants had sufficient foresight to fit their machines with splashers to protect the belts, chains, magnetos, carbureters, engines, foot boards and other exposed points. The value of such protectors was

overwhelmingly demonstrated in the contest when terrific rain storms beset the riders and converted the roads into quagmires, with water and mud frequently up to the hubs. The accompanying illustrations give an idea of the nature and form of the splashers that were used. The first sketch shows a rear pulley and belt guard, the shield enclosing the under side of the pulley and belt, and serving to keep them out of the mud when the rear wheel sank into deep mire, as well as protecting them from the "soup" splashed up by the wheel. In the middle illustration is shown a front pulley and belt shield that also encloses the magneto circuit breaker, and deflects mud and water that may be thrown by the front wheel. Foot board shields may seem a bit fastidious to American riders, but their usefulness has been proven in the past. The lower illustration shows how they look. They serve a double purpose of keeping the feet dry by repelling mud and water, and also keeping them warm by breaking the wind.

### Fender for Preventing Burnt Knees.

With the engine located in front of the rider, the tendency of some men to grip



the tank or frame with the knees to steady the machine brings the legs in close contact with the engine, and if the clothing is not protected it will not take long to create new business for the tailor and add to the rider's old-clothes wardrobe. An English rider, who probably has the engine gripping habit, has devised a trouser guard to keep the clothing away from the hot engine. The accompanying illustration gives a clear idea of the fitment, which consists of a T-shaped guard rail fastened to a small base plate and extending upward on the right side of the cylinder, being offset to clear the valve chambers. It is made of ordinary steel rod about a quarter of an inch thick, but, of course, tubing may be used instead. The platform on which the guard is mounted is strapped to the top side of the cylinder base flange and is fastened by two of the regular flange bolts. This arrangement permits it to be attached without disturbing the cylinder.



**CORREY CAPTURES THE AUSTRAL**

**Famous Bicycle Event at Melbourne Results in Close Finish—Every Rider in Final Gets a Prize.**

The 25th annual race meeting of the Melbourne Bicycle Club, held on the cricket grounds, attracted widespread interest throughout Australia. The principal event, the Austral, was won by F. P. Correy, who has had a successful career during the past three years on the country tracks of New South Wales and Queensland. Many changes have taken place in cycle racing since W. Brown won the first Austral, 25 years ago, on a "boneshaker," over a distance of three miles, in 10 minutes 52½ seconds. However, it is conceded by lovers of clean sport that abuses which formerly prevailed have been eliminated, and interest in bicycle racing thereby universally retained and strengthened.

The Austral was inaugurated as an amateur race in 1886 by the Melbourne Bicycle Club, and it has been run regularly every year since. It was first held in November, 1886, after a couple of other meetings at which the principal race was a three miles open handicap of £130, first prize being a piano valued at £84. Con. Dwyer, a noted flyer of that time, won off 40 yards in 9 minutes 14¾ seconds, with F. H. Shackelford, scratch, second, and F. G. Hallam, 60 yards, third. "At this meeting," says "Hanslow's Australian Cycling Annual," "very few racing cycles were ridden, and in consequence competitors riding roadsters over 46 pounds were entitled to 30 yards per mile extra." What would the riders of today, who grumble at their roadracers weighing anything over 20 pounds all on, say to racers of this weight?

Despite some good racing at these meetings, small losses were incurred; nevertheless, the M. B. C. decided to submit a mammoth program of £550, which, up to then, was the world's record. The principal event was a three miles handicap, first prize the Drummond trophy valued at £200. W. Brown, an English rider, off 230 yards, won cleverly on a track like a ploughed field through rain. Next year the race was run again, but known as the Austral Wheel Race, the name being a happy idea of one G. A. Thorne. The distance was altered to two miles instead of three, and 35 started out of 45 entries. On scratch were the brothers J. W. and T. W. Busst, and the now well-known Sydney motorist, W. J. C. Elliott. H. H. Lambton, a Sydney man, was successful. Next year R. Davis, a celebrated South Australian amateur, appropriated first prize, and the following year, 1889, saw the last of the amateur Australs, J. J. Mullins (S. A.) winning from 140 yards.

The first professional Austral took place

in 1890, when Tom Busst won from scratch. In this race a competitor named Gordon, from Gippsland, six feet four inches in height, appeared on the tallest racing bicycle ever ridden—a 65-inch ordinary. In 1891 A. Turner won off 240 yards, while in 1892, the last year of the old "ordinary" machines, H. H. Lambton won again—the only man so far to win two Australs. Lambton a few years later came to America, where he died. The game was now booming, and although the prize money was reduced for the 1893 Austral, it was increased regularly afterwards until it reached £400 for first prize, this being the amount won by W. Martin, from scratch, in 1901, and several winners after him. Some famous riders have been numbered among its winners, including C. B. Kellow, W. Martin, A. A. Middleton and A. J. Clarke. When the boom collapsed in Victoria, in 1907, the prize was reduced to a percentage of the gate money, and under these terms the winners have been A. C. Colvin, M. McPherson, A. Pianta and F. P. Correy. There are, however, signs of a revival of interest in the sport in Victoria, though it is questionable whether a return to the mammoth prizes of a few years ago would ever really be in the true interests of the sport.

The following are the results of the meet:

M. B. C. Plate, One and One-half Miles—Final: L. Clifford, 175 yards, first; J. Alsina, 175 yards, second; P. T. Clark, 175 yards, third. Won by half a wheel. Fourteen started. Time, 3:25½.

Club Stakes, Two Miles—Final: Birch's team, 120 yards, first; Webb's team, 70 yards, second; Munro's team, 110 yards, third. Won after a fine race by half a wheel. Time, 5:12.

The Derby, One Mile Scratch—Final: B. P. Kett, first; H. W. Nesbitt, second; T. J. Gascoyne, third. Five started in the final, but four fell in the last lap, and Kett finished alone. Nesbitt and Gascoyne remounted and finished the course.

Austral Wheel Race, Two Miles—Final: F. P. Correy (N. S. W.), 90 yards, first; C. A. Piercey (Bendigo), 140 yards, second; W. T. Bennett, 60 yards, third; I. R. Munro, 180 yards, fourth. The following also started in the final: T. J. Gascoyne, scratch; B. P. Kett, 60 yards; S. Luck, 90 yards; H. P. Hortin (Tas.), 120 yards; G. T. Mackrodt, 160 yards; C. Belcher, 160 yards; E. Bainbridge, 160 yards; J. T. McDonald, 180 yards; F. Dennitborne, 220 yards; W. P. Cook, 240 yards. After a couple of laps Munro, McDonald, Dennitborne and Cook were together, and half a lap in front of the main division. Munro, however, had to make nearly all his own pacing. With two laps to go, Correy went out after Munro, who had out-distanced the other frontmarkers, and with three-quarters of a lap to go, Correy went to the front, and won by half a wheel from Piercey, with Bennett and Munro close up. The time was 4:46¾.

The first three prizes for the Austral were 40 per cent., 20 per cent. and 10 per cent. of the total takings, with a guaranteed minimum of £100, while it was arranged that every man in the final won some amount.

**News of German Six Day Grinds.**

If all the six day racing plans that are harbored at present by European promoters mature, Germany is going to have its fill of the long grinds. The one that is to take place at Hamburg in the latter part of this month is already causing considerable disquietude among the riders who have been secured for it. It appears that the ostensible promoter, Herr Uhlich, is but a dummy for the real promoter, who is said to be August Bremer, of Kiel, a man who has a rather varied past and unenviable reputation. As soon as the connection of Bremer with the promoter of the race leaked out, the German Rad-Welt, the authoritative daily organ of the German bicycling world, asked all the riders taking part to demand that all prizes and guarantees are to be deposited before the start of the race, at the office of the Verband (the German Cyclists' Union). It is pointed out by this paper that in former races with which Bremer was connected, prizes failed to materialize after the races were over.

The six day race at Cologne, for which elaborate preparations were under way, has been called off. Wurzburg, which is dear to those who congregate where the Wurzbürger flows, was to have a six day race, but the affair has been extended to a seven day race, from March 8 to 14 inclusive. A municipal hall has been rented, and the authorities have taken a hand in fixing the arrangements so that there will be no cheating of the riders, and so that they will be sure of a square deal. In Bremen, where a six day race is scheduled, the police authorities have compelled the promoters to deposit with the municipal authorities security sufficient to cover all the prizes and the total rent of the building for the week.

**Baltimore Club Plans a Dance.**

The Crescent Bicycle Club, of Baltimore, Md., is to hold an entertainment and dance on February 28 to raise funds for an active contest program during the coming season, and all the local motorcycle and bicycle organizations are giving the affair their support. The club, which designates itself as "a model organization devoted to the promotion of cycling for pleasure," and which has its headquarters at 1025 Rutland avenue, maintains no club house, all of its funds being used in the promotion of open events.

**Flat Floor Races for Buffalo.**

Three bicycle races are on the bill for the athletic meet of the Sixty-fifth Regiment at Buffalo, N. Y., on February 3. The events will consist of a one mile novice, two mile lap race and one mile handicap.



### Death of Arthur N. Jervis.

Arthur N. Jervis, who at one time conducted the bicycle column of the New York Sun, and who early was prominent in the ranks of the writers on cycling, died on Monday morning, 23d inst., in his apartment in the Hotel Carlton, New York City. He was in his 46th year. Jervis, who for the last few years had been the advertising manager of the American Locomotive Co.'s automobile department, contracted a heavy cold during the first week of the New York automobile show, and, as he had been in none too robust health for some months, it found him with little power for resistance, the case developing into pneumonia and heart trouble. While Jervis was on the Sun his department was transformed from a bicycle column to an automobile department, which latter he maintained for two years. Later Jervis joined the staff of the *Bicycling World and Motorcycle Review*, at the same time becoming a member of the Motor World's staff. Following this he subsequently set up an advertising and publicity bureau of his own. He served the Association of Licensed Automobile Manufacturers for a year or so, and about three years ago abandoned his private enterprise to engage with the American Locomotive Co. He was a versatile writer and was widely known and well liked. He was a member of an old Long Island family, and was born at Amityville, L. I., on May 26, 1865. He is survived by his mother and a sister, and by two step-daughters whom he reared to young womanhood. The funeral services, conducted in the Stephen Merritt Chapel, New York City, on Tuesday evening, were attended by a notable gathering of newspaper men and men identified with both the bicycle and the automobile movement.

### Hoyland Smith, Race Veteran, is Dead.

Hoyland Smith, one of the best professional bicycle riders in the country in the early '90's, died at his home in New Bedford, Mass., on the 19th inst., after an illness of six weeks, aged 40. He was unmarried. During his track career Smith ranked with such stars as Eddie McDuffie, Willie Windle, G. M. Worden and other notables of that time. He had to his credit victories over Zimmerman, Murphy, George Smith and other top-notchers.

Smith was a native of Taunton, and first broke into cycle racing in the late '80's when he took part in many road races that were held on the Point road course, near New Bedford. His tall and slender figure, being over six feet in height and weighing only 110 pounds, instantly attracted attention to him, and he soon was known by such sobriquets as the "Riding Skeleton," the "Phantom" and the "Ghost."

Smith reached the zenith of his career in 1893 when he defeated Zimmerman, Murphy and other cracks. Later that year he rode tandem with Zimmerman, and at the

close of the season retired from racing. Returning to New Bedford, where he had a host of friends, he opened a bicycle store, and continued the business until his death. When the motorcycle arrived he was one of the first to take it up, but did not engage in competition in the new sport.

### Grim Reaper Takes Frederick B. Keim.

Frederick B. Keim, one of the old guard of cycling, a charter member of the Bay View Wheelmen of Newark, N. J., and for many years one of the leading spirits in the running of that cycling classic, the Irvington-Millburn road race, died at his home at his home in that city on the 20th inst., after a four days' illness with pneumonia, aged 44 years. He was best known for his



connection with the Irvington-Millburn, having acted as chairman of the race committee for several years, and when he relinquished the office continued to aid in making the classic a success in later years. He was primarily responsible for the revival of the last Irvington-Millburn after the Bay View Wheelmen had decided to abandon it, and it was run successfully in the face of discouraging conditions. At the time of his death Keim was superintendent of the general delivery department of the Newark post office. His funeral was held on Monday night, 23d inst., and was largely attended by his former cycling associates.

### Eugene J. Fox Buried in Buffalo.

Eugene J. Fox, a well-known cyclist of Buffalo, N. Y., and a member of the Ramblers Bicycle Club, of that city's famous Rose Trophy racing team in 1897, died at Pensacola, Fla., on the 21st inst., aged 33 years. His funeral was held in Buffalo on the 26th, and was attended by many cyclists and former associates of the deceased, members of the club who were his racing mates acting as pall bearers.

### Eastern Divisioners in Session.

With the secretary reporting more members, the treasurer reporting a bigger money balance than last year, and the centurion reporting good progress in all the committees that have been appointed, the installation meeting of the Eastern Division, Century Road Club Association, which took place at the club's headquarters, 307 West 54th street, New York City, on the 13th inst., was an optimistic and successful affair. Alvan Russell Cooley, the centurion, and the other officers who were installed, promised that plenty of good times are in store for the members during the coming season.

John W. Clement, the new secretary, was presented with the Jones trophy for winning the New Year's eve race, the presentation being by President D. M. Adey. Following this, J. B. Hawkins, the new treasurer, presented the Hawkins trophy to J. P. Berlenbach, the new captain, for making the best time in 1910 on the official course on Jerome avenue, New York City. Berlenbach's time for the 6.1 miles was 16:21½. In accepting the trophy Berlenbach stated that he would offer a trophy to be awarded to the member making the best time over the course during 1911, and that he would present a special prize to the member breaking the record of 15:43½, made by Sylvain Segal in 1909. Refreshments were served at the conclusion of the meeting.

### Moran Tenth in Paris Six Hour.

James Moran who, with Edward Root, won the last six day race in New York in December, was unable to be in the big money in a six hour race held in Paris, France, on the 23d inst. Moran, who was teamed with Brocco, finished in tenth place. Walter De Mara another six day veteran, who had Garrigou for a partner, was in eighth place at the finish. Sixteen teams, including many riders who had participated in the New York grind, started in the race, which was won by Charron and Rousseau. They covered 395 miles.

### Crescio Heads Manhattan Wheelmen.

At the last regular meeting of the Manhattan Wheelmen of New York City new officers for the ensuing year were elected as follows: Paul C. Crescio, president; Joseph Conrey, vice-president; Charles Benardi, financial secretary; Andrew Marubbi, corresponding secretary; George Crescio, treasurer; Harry Kassens, sergeant-at-arms; John Raffett, assistant sergeant-at-arms. Road officers: George Crescio, captain; August Calegen, first lieutenant, and John Raffett, second lieutenant.

### May Allen Dies in Pittsburgh.

Miss May Allen, who was popularly known as the champion lady bicyclist of America, died at her home in Pittsburgh, Pa., last week. She wore the Pittsburgh colors for 15 years.



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VIBRATIONLESS  
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12/22/10.

Mr. H. N. Kirk,  
C/o Excelsior Motor & Mfg. Co.,  
Chicago, ILL.

My dear Mr. Kirk:

Enclosed please find draft on the Central Trust Co., Chicago, ILL. for \$10,000, deposit on 1911 Motorcycles. I wish to thank you for your prompt shipment of third car thus far of 1911 machines. Last year I received my first 1910 shipment the first day of March and I will have my third car of 1911's by January 5th at the latest.

The Twins are showing up beautifully and are creating quite a sensation. The 1911 singles, both Battery and Magneto models, are certainly the finest machines you have ever turned out. With all that I have put out thus far I don't believe that one has come back for a single adjustment.

From the present outlook I think I shall be able to handle ten or twelve carloads this year.

Please acknowledge receipt of draft and wishing you a prosperous season and pleasant holidays.

Yours very sincerely,

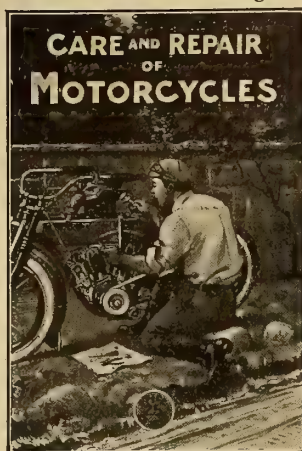
*W. H. Whitesell*

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are Prosperous**

**Excelsior Riders  
are Happy**

**Are You One  
of Them  
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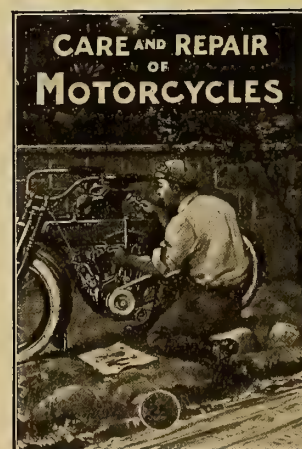
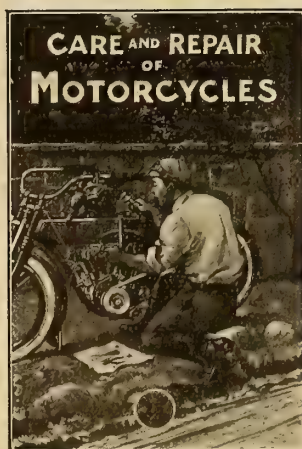
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now is ready in its new cover and enlarged form. It is brimful of helpful, practical advice on how to remedy every kind of trouble and keep the machine at its best. It includes points concerning two-speed gears, free engine clutches, mechanical oilers, magnetos and the like. It is an illustrated, linen covered book that every motorcyclist and repairman should have within reach, and it costs only 25 cents.

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are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

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**KELLY-RACINE  
RUBBER CO.**  
Racine, Wisconsin

## PATENTS.

972,989. Adjustable Post Support. James Ernest Bond, Globe, Ariz. Filed Jan. 5, 1910. Serial No. 536,505.

1. A device of the class described, comprising a socket, a post slidable within said socket, a rotatable member associated with said socket and serving in a predetermined position to hold said post against movement longitudinally of said socket, and means for locking said member in position such that said post is held against movement longitudinally of said socket.

973,217. Shock Absorber. James H. Sager, Rochester, N. Y. Filed May 3, 1910. Serial No. 559,238.

1. In a cushion frame for bicycles, a pivotal connection between the rear fork and the forward portion of the frame comprising, in combination with the crank shaft, the crank hanger and the rear fork, a sleeve in which the crank shaft is journaled, said sleeve being journaled in the crank hanger and rigidly connected with the rear fork, and the crank hanger being

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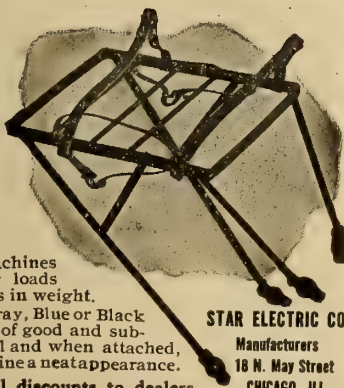
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It can be used on most standard makes of machines and will carry loads up to 200 pounds in weight.

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154 Nassau St.,

New York



slotted at the rear to permit the rear fork and the sleeve to be inserted through the end of the crank hanger, and means for preventing endwise movement of the sleeve in the crank hanger.

974,365. Spring Fork for Bicycles. Leo E. Draper, Santa Cruz, Cal. Filed March 11, 1910. Serial No. 548,646.

An attachment for bicycles comprising a spring having a portion removably secured to the fork of the bicycle, spaced wheel supporting links pivotally connected at their inner ends to the arms of the fork, and connecting rods pivoted at their lower ends to the outer terminals of the links and pivoted at their upper ends to the free terminal of the spring.

974,573. Bicycle Chain Adjusting Means. Gustave Kindermans, Vilvorde, Belgium. Filed March 25, 1910. Serial No. 551,561.

1. In a bicycle chain adjusting device, the combination with the rear forks, a flat piece connecting said forks, and a horizontal slot in said flat piece, of a slotted sliding block, a screw bolt extending through the upper part of said block and through the horizontal slot of the flat piece, a screw-threaded rod made integral with said block and extending freely into the lower horizontal fork, a screw nut on said rod between the fork and the sliding block for securing the rod in place, a second screw-threaded rod made integral with the block and extending from the opposite side thereof, means for guiding said second rod in the flat piece, and means for securing it in adjusted positions, substantially as set forth.

975,389. Coaster Brake. William Allen Bartels, Erie, Pa., assignor to Charles

Glover, New Britain, Conn. Filed April 27, 1910. Serial No. 558,040.

1. In coaster brake apparatus, a hub, brake mechanism therefor, two independent manually operable means for operating said brake mechanism.

975,432. Auxiliary Coaster Brake Attachment. Horace K. Jones, Hartford, Conn., assignor to Charles Glover, New Britain, Conn. Filed April 27, 1910. Serial No. 557,961.

1. In a coaster brake apparatus, a hub, a driver sprocket, a brake, means for connecting said driver sprocket with said brake for operating the latter in both a forward and a reverse direction, and an auxiliary means normally out of operative engagement with said sprocket for rotating said sprocket in a reverse direction only, said auxiliary means making operative connection with the periphery of said sprocket.

975,791. Saddle Support. Emerson H. Pinkham, New York, N. Y. Filed July 1, 1910. Serial No. 569,893.

1. The combination of a cycle frame, a downwardly and rearwardly inclined guide carried by the frame, cushion posts fulcrumed to swing forwardly and rearwardly, saddle supporting members carried on the posts and slidable on the guide, a shock absorbing spring forcing the said members forwardly, and a recoil spring forcing the said members rearwardly.

976,101. Spark Plug. Albert Schmidt, Mich., assignor to Champion Ignition Company, Flint, Mich., a Corporation of Michigan. Filed June 9, 1910. Ser. No. 565,912.

1. A device of the character described

comprising a bushing having a chamber, an insulating plug having an annular bead within the chamber, a supporting ring having flanges embracing the bead and a horizontally extending portion to support the plug, and means for detachably securing said horizontal portion to the bushing and forcing said flanges into engagement with the head.

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We have already begun the shipment of rubber cements for the 1911 season. Be prepared for the business when it starts.

We make rubber cements for all purposes—bicycle, motorcycle and automobile. Our Cements stick and stay stuck.

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and  
MOTORCYCLE  
REVIEW  
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The issue of February 4 is the one that will be distributed from our space at the Chicago motorcycle show, which starts on Monday, February 6, and ends on Saturday, February 11. It is the issue that will give the advance story of the show, and which by reason of its special features will be looked to for information by intending visitors.

The issue of February 11 will contain the full account of the Chicago show, with illustrations and descriptions of the exhibits, including motorcycles and accessories that did not appear at New York. It will be one of the most important issues of the year. The advertising pages will be interesting and representative.

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For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen ¼-in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

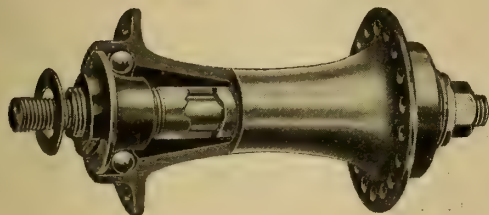
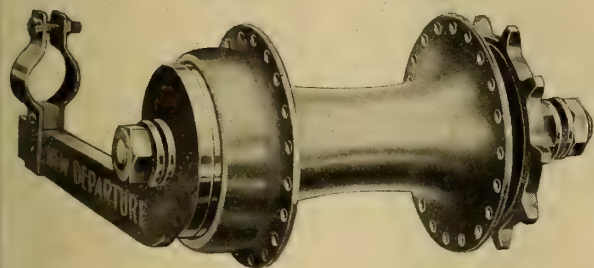
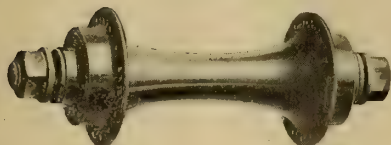
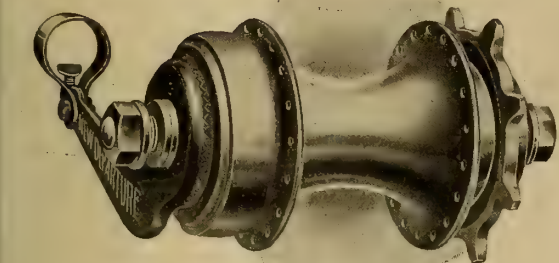
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## STANDARD SPEEDOMETER

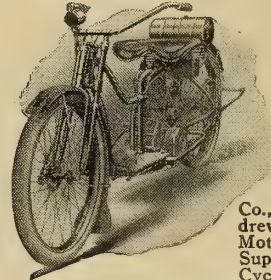
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The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price.

20 police departments use Standards because they are accurate.

## NEW ERA AUTO-CYCLE

Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



**WHY WAS THIS POSSIBLE?** The Two Speed Transmission and the Free Motor, found only on the New Era DID THE BUSINESS.

4 h. p.—NEW ERA—6 h. p.  
Single Cyl., Battery or Magneto Ignition.

**The New Era Auto-Cycle Co.**  
2 DALE AVE., DAYTON, OHIO

**DISTRIBUTORS—**The New Era Motor Co., 265 S. Broadway, Denver, Col.; W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.; Economy Cycle Supply Co., Detroit, Mich.; The Auto-Motor Cycle Co., 2216 N. Broad St., Philadelphia, Pa.

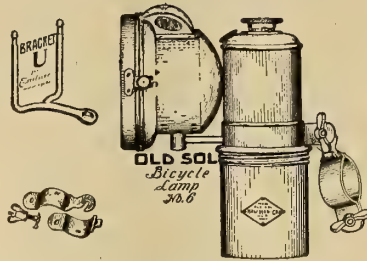
## "OLD SOL"s are NEW IDEA Lamps

HERE WE SHOW OUR

## Bicycle Lamp

SOME REASONS WHY  
IT IS THE BEST.

Great strength; 100 c. p. light; carbide basket like in automobile generator. Burns seven hours on one charge.

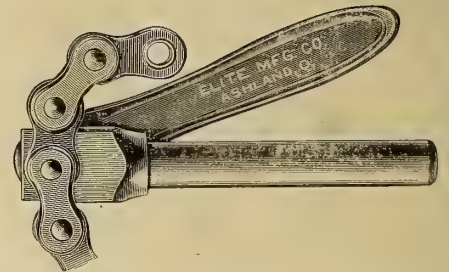


**HAWTHORNE MFG. COMPANY, Inc.**  
20 Spruce St., BRIDGEPORT, CONN.

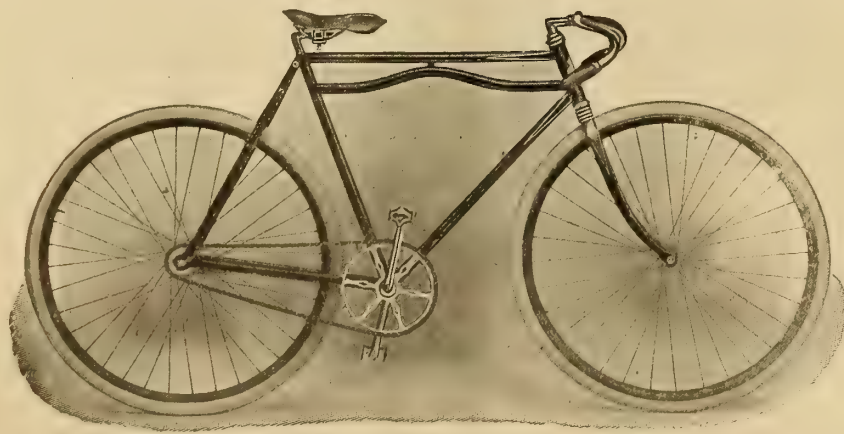
## A New Patent

## CHAIN TOOL

This will easily remove Rivets and Broken Links from Motorcycle, Electric and Motor Truck Chains, doing in a few minutes what has heretofore consumed hours of time. It takes up very little space in the tool-box, is small and compact, yet very powerful. We will forward by mail, prepaid, sample for \$1.00.



**ELITE MFG. COMPANY, Ashland, Ohio**



## Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

**"Toledo"** Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our  
**HYGIENIC SPRING SEAT POST  
FOR JUVENILES?**

It is a great talking point for dealers.

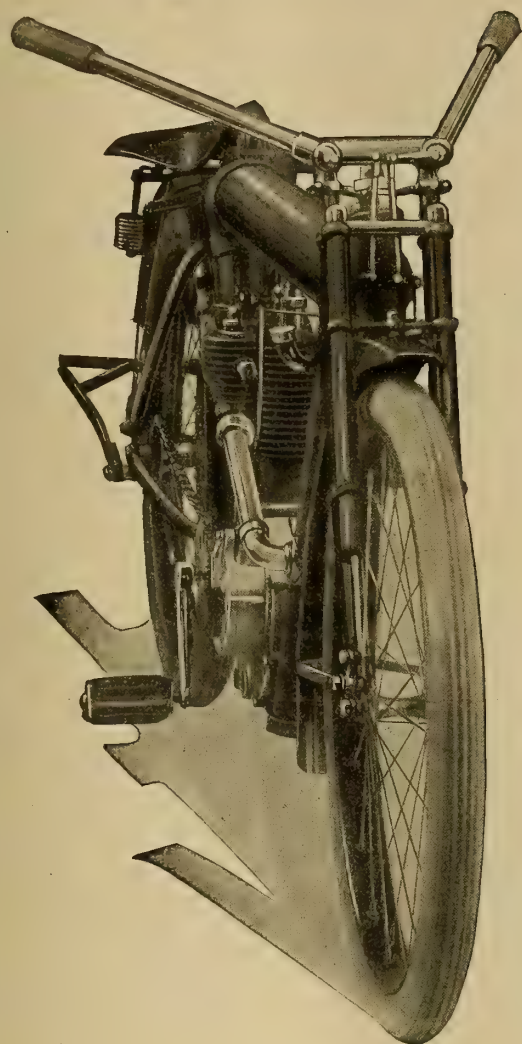
*Better write for catalog today and investigate.*

**The Toledo Metal Wheel Co., Toledo, Ohio**

New York Office and Salesroom—381-383 Broadway, Cor. White St



*The* **Detroit**  
MOTOR CYCLE



**STRENGTH**

**STABILITY**

**SPEED**

**SELF - CONTAINED EQUIPMENT**

**SIMPLICITY**

**SYMMETRY**

**COMFORT**

*See Our Exhibit at Chicago Show.*

**DETROIT MOTORCYCLE COMPANY**

**Detroit,**



**Michigan**

# FISK

## BICYCLE TIRES

### What They Mean to the Dealer

EVERYWHERE good bicycles are sold  
Fisk Tires are to be found.

LAST YEAR 50% of the high grade wheels  
carried Fisk Equipment.

THIS YEAR 75% of the output of the  
medium-priced and expensive models will  
be so equipped.

THINK WHAT the renewal business for  
these bicycles will eventually mean. Every  
man who once uses a Fisk tire will want a  
second one when ready to buy.

THE BICYCLE manufacturers are intro-  
ducing Fisk Tires in your territory. The  
Fisk Rubber Company guarantees them to  
have the wearing quality that the purchaser  
of a good tire is entitled to.

YOU HAVE only to work along the line  
of least resistance and put yourself in a  
position to sell the tire that will be in de-  
mand.

*MORE THAN a dozen styles  
from which to select.  
Send for Illustrated Catalog.*

**THE FISK RUBBER COMPANY**

**Department E**

**CHICOPEE FALLS, MASS.**

*Direct Factory Branches in Twenty-three Cities*



# THE NATIONAL SHOW

UNDER THE AUSPICES OF THE NATIONAL ASSOCIATION  
OF AUTOMOBILE MANUFACTURERS, INCORPORATED

At CHICAGO, February 6-11

In the COLISEUM and  
FIRST REGIMENT ARMORY

A Complete Exhibition of  
**MOTORCYCLES**  
and Motorcycle Accessories

Dealers Are Requested to Apply at Once for Courtesies of the Exhibition.

S. A. MILES, Manager

NEW SOUTHERN HOTEL, CHICAGO

## N · S · U

The new 1911 models supercede any motorcycle ever placed on the market. Every convenience that the inventive genius could suggest for comfort and stability has been incorporated.

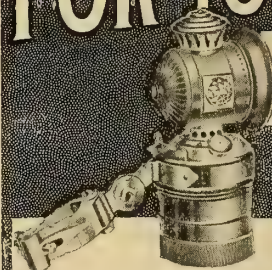
Grip Control	Spring Frame
Automatic Stand	Cable Brake
Compound Spring Forks	Magneto
Two Speeds and Free Engine	
Ignition Switch	New Carburetter

The above are only a few of the N. S. U. strong points—plenty of others on request, so write us today and learn

**N. S. U. MOTOR COMPANY**  
206 West 78th Street New York City

## FOR YOUR BICYCLE

### "SEARCH-LIGHT"

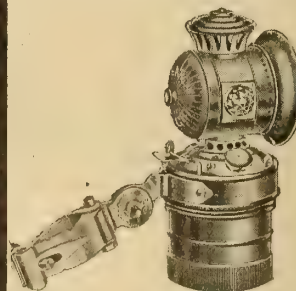


### "Search-Light" (Burns Gas) Bicycle Lamp

Made by Bridgeport Brass Co.

The Search-Light is absolutely gas tight. You can ride over the roughest roads and it will not jar out. It is very simple, easy to operate, has no complicated parts—no wrench or tools of any description are necessary to operate this lamp.

The Search-Light has a universal bracket, which can be attached to the head or fork of the bicycle and is quickly adjusted to any angle.

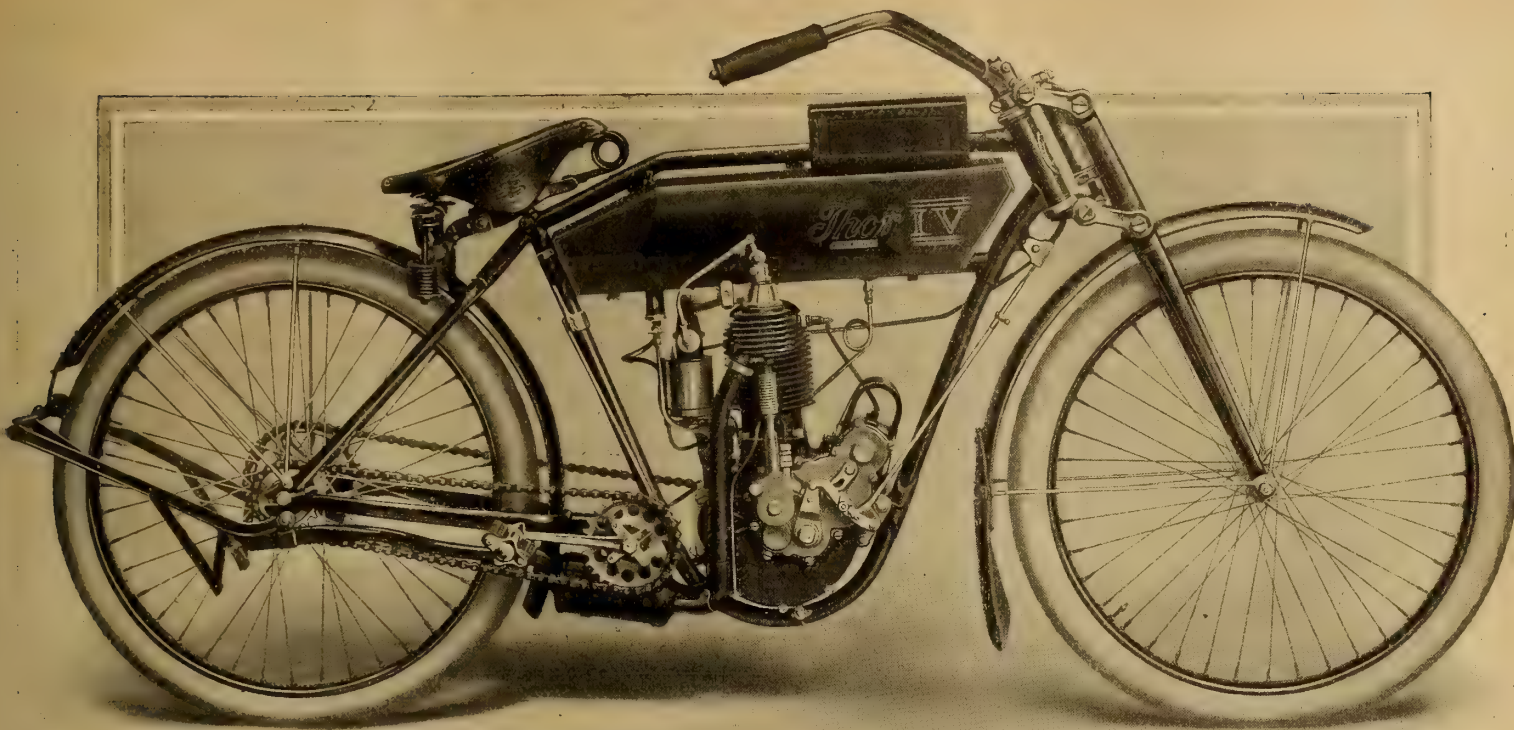


If you want the best lamp you have got to get a Search-Light. It has led the entire bicycle lamp field since the inception of the bicycle. It is handsome, durable and absolutely reliable.

Every live dealer carries the Search-Light.

**Bridgeport Brass Co.**  
116 Crescent Ave., Bridgeport, Conn.





HERE IS YOUR NEXT MOUNT—*Thor* IV MAGNETO MODEL

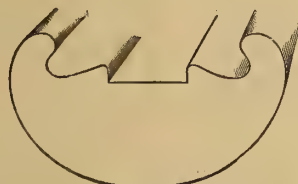
AURORA AUTOMATIC MACHINERY COMPANY, Thor Building, Chicago, Ill.

## THE AMERICAN WOOD RIM CO. ONAWAY MICHIGAN

MANUFACTURERS OF THE  
Lobdell, Kundtz, Plymouth, Fairbanks-Boston Wood Rims



Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



Wood G & J. The original manufacturers of the G & J Wood Rims for double clincher tires.

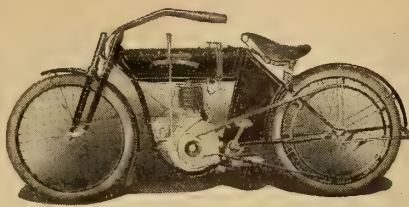


Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

A full stock of all styles of Wood Rims will be placed in storage at 48 Warren Street, New York, for general distribution. Write to the American Wood Rim Company, Onaway, Mich., or D. P. Harris Hardware Company, 48 Warren Street, New York, General Agents for the United States.

MAIN OFFICE — ONAWAY, MICH.



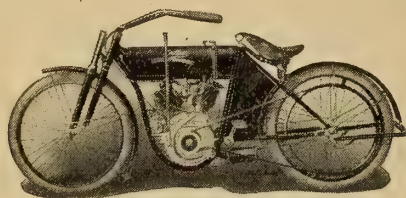


**EMBLEM  
MANUFACTURING CO.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

## The Thumb Prints of Identification

of the superior motorcycle all point to the Emblem. That is why it is an "Emblem"—because it is emblematic of all that is best in design, quality and workmanship. That is why it is the best machine for manufacturer, dealer, and rider. It is a leader in its line. The design is along the most approved modern lines. The quality is of the most generous and aids the design in maintaining lightness of weight combined with great strength. The superior workmanship is maintained throughout the machine in its smallest and most hidden detail. For the novice or expert, for the tourist or racer.




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BETTER GET IN LINE AT ONCE FOR AGENCIES

# Pennsylvania BICYCLE TIRES

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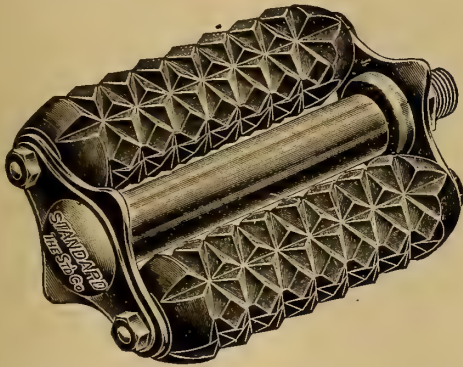
For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



This is the pedal  
you want for  
your motorcycle.



## No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
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PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

## OUR DEALERS ARE MAKING BIG MONEY



**Note the  
Construction**

**Two Extra Layers  
of Fabric —  
Special Corrugation**

Our dealers—in all parts of the country—have proved to themselves that they can make **more money** handling Goodyear bicycle tires than ordinary tires.

All these dealers are already doing a big business in the new Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire.

You, too, can do this. You can please your customers just as they do by selling a tire that will **save** your customers money—the Pathfinder Non-Skid Extra Heavy—and your satisfied trade will give you more business—send you more business.

Study these noteworthy superiorities of this tire.

It has all the matchless construction of our regular Pathfinder tire with two extra layers of the closest woven Egyptian fabric possible, and a special corrugation that makes skidding impossible even on rain-wet asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made.

All the fabric used in the Pathfinder Non-Skid Extra Heavy is of the famous Goodyear special closely woven Egyptian kind. A strip one inch wide has a tensile strength of 150 pounds, while that of common muslin used in ordinary tires is only 40 to 60 pounds.

## No "Junk" Rubber in This Tire

Not one ounce of "reclaimed" rubber resurrected from the junk pile—old, worn-out tires, overshoes, etc.—are used in the Pathfinder Non-Skid Extra Heavy. Nor do we use "Borneo" or "Guayule," such as many ordinary tires are made of.

Every ounce of rubber in a Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire is the finest grade of new Para. The most expensive rubber on the market today. Cheaper grades would cost less—but the tire would not give you service.

Send for a sample section and just examine the cover—you never saw a tougher one. Yet

the tire yields and springs in your hands. The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the utmost in wear.

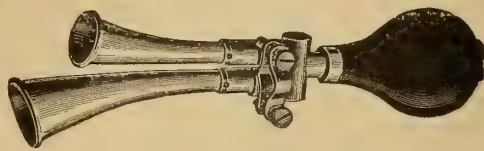
The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, it is so constructed that **lasting repairs** can be made easily by either plugs or vulcanization. Grasp your opportunity to make more money—by getting in line with these dealers **who know** how. Don't delay, but get after this business now.

**The Goodyear Tire & Rubber Co.**  
Moal Street, Akron, Ohio

Branches and Agencies Everywhere.



No. 824  
**TWO-TONE HORN**  
for Bicycle and Motorcycle



Polished Brass or Nickel Finish  
Length 12 inches

**Price \$2.50**

**ATTENTION!**  
**Dealers and Jobbers**

If you "open" on this pair,  
you are sure to "fill."

Write now for terms.

**AUTOLYTE MFG. CO.**

Importers and Agents

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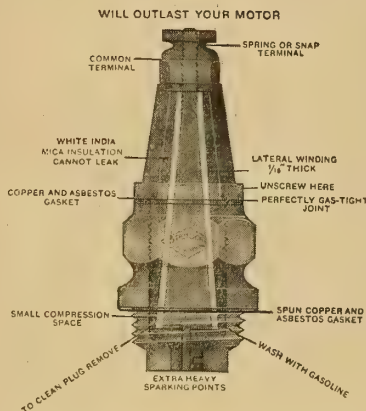
**BICYCLE SIREN**



Bronze Finish  
Diameter of Drum 3 inches

**Price \$1.00**

**SPLITDORF PLUGS**



**Again  
On  
Every  
Winner**

**At San Antonio,  
January 2.**

In Europe, as well as America, SPLITDORF Plugs have been winning all the big things. Every wise rider knows there is no Motorcycle Plug that compares with it. Insist on the SPLITDORF Plug.

**C. F. SPLITDORF**

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NEW YORK

**The KELLY ADJUSTABLE  
HANDLE BAR**



Permits those changes of position that best  
suit the need or mood of the rider.

**KELLY HANDLE BAR CO., Cleveland, O.**

**REAL Motorcycle Headlights** Made for Motorcycle use, not bicycle. A motorcycle needs a motorcycle lamp, one that can produce lots of light. We have produced that lamp and it's a wonder. It's just what you've been longing for. Fitted with a mirror lens like an automobile lamp.

**LAMP.**

Two Sizes { No. 106—4½ inches high; weighs 9 ounces. Price, \$3.00 each.  
No. 111—6 inches high; weighs 12 ounces. Price, 4.00 each.

**GENERATORS.**

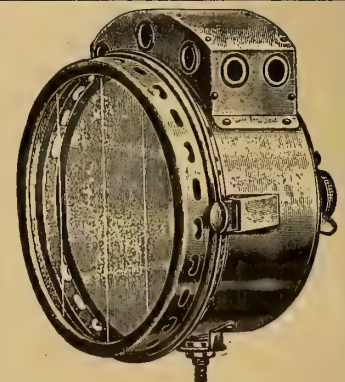
Three Sizes.. { No. 55B—5½ inches high. Price each, \$3.25  
No. 54B—6½ inches high. Price each, 4.00  
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We have an interesting proposition to dealers. Address Dept. B,

**THE MOTOR CAR EQUIPMENT CO., 55B Warren St., NEW YORK**



Generator



Searchlight



# Tucker Rims

## HAVE QUALIFIED

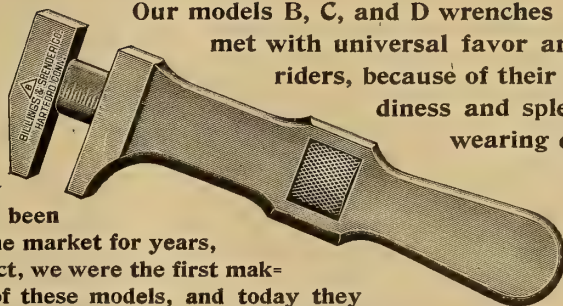
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samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

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Our models B, C, and D wrenches have met with universal favor among riders, because of their hardness and splendid wearing qualities.

They have been on the market for years, in fact, we were the first makers of these models, and today they are as popular as ever. Ask any experienced rider what wrench he uses. Get our catalog.

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long ago proved that they have no equals for either  
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It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

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Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

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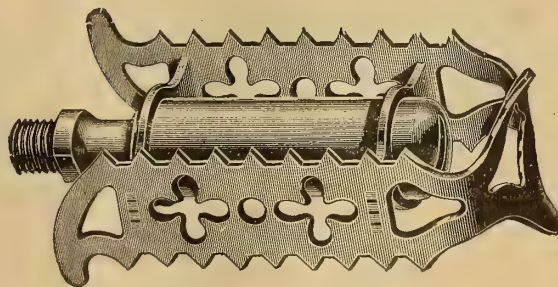
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### FORSYTH SPECIALTIES

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Mud Guards and Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

ECHO ALL-WAYS EXTENSION  
HANDLE BARS. Fit any stem.

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No. 5—MOTORCYCLE PEDAL. RIGID FRAME, RAT TRAP.

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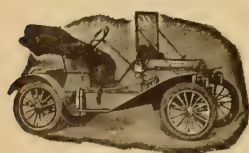
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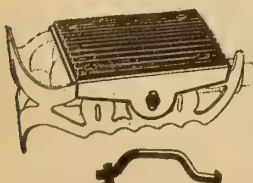
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

\$485

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You receive your money's worth when buying the Wald pedal rubber. Send for sample.

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when they want them, at right prices

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Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

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Who would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



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WHO? Tell Us

The Star Ball Retainer Co.  
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1911 Proposition on Bicycles and Bicycle Tires Now Ready

Write for Prices

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RELIABLE REPAIRING, STORING AND SUPPLIES.

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All kinds motors repaired and sold.

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wheels must have  
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NOISELESS IN MUD,  
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The only chain having FRICTIONLESS  
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ORDER THROUGH YOUR JOBBER.

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20" WIDE 3 1/2" DROP  
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Nickel plated, \$1.00 extra

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write us on your letter head for No. 48.

NEW YORK SPORTING GOODS CO.

15 and 17 Warren Street, New York

## SPROCKETS

We Make a Specialty

of High-Grade Sprockets

for the Cycle Trade

HYDRAULIC PRESSED STEEL CO.  
CLEVELAND, OHIO

## THE OLD PHILADELPHIA HOUSE

Our Catalogue is ready and will be mailed  
for the asking.

GEO. W. NOCK CO.

Jobbers of BICYCLES and SUNDRIES

126 N. Fourth St., PHILADELPHIA

SEND for list of bargains previous to our  
removal. We have a number of attract-  
ive offerings. Write today.

VIM CYCLE &amp; HARDWARE CO.

Buffalo, N. Y.

## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

Collapsible Funnel for chamoising gasoline and filling motorcycle  
and auto tanks. Made of aluminum, neat and  
clean. Size collapsed, 3-1-4 x 11-4 inches. Price 75c. (including postage).

C. F. FAUPEL, 415 Dearborn Street, CHICAGO





# Empire Tires

## WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

### The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

BADGER BRASS MANUFACTURING CO.  
Kenosha, Wis. (39) New York City

Goods Well Bought Are Half Sold

### 1911 Overland and 1911 Black Diamond BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

BI-MOTOR EQUIPMENT COMPANY  
177-179 Portland Street Boston, Mass.

### Diamond BICYCLE TIRES LEAD

"Users Know"

*Special Bicycle Tire Booklet on Request*

THE DIAMOND RUBBER CO., Akron, Ohio

### A Sense of Security

is worth something. When you buy our castings you can rest secure in the knowledge that you can absolutely depend on them.

The Manufacturers Foundry Co.

WATERBURY, CONN.

## SCHRADER UNIVERSAL VALVE

(Trade Mark, registered April 30, 1895.)

**NOTICE** Manufacturers of Bicycles,  
Jobbers and Dealers:

In order to facilitate the obtaining of

**PARTS of the  
Schrader Universal Valve**

we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.

**SIMPLE AND  
ABSOLUTELY AIRTIGHT.**

Manufactured by

**A. SCHRADER'S SON, Inc.**

Established 1844.

28-32 Rose Street  
NEW YORK, U. S. A.





# Our New Style 1911 Product



**NEW** Pinching and Crimping of  
**FLAP** Tube Entirely Eliminated

---

Kokomo bicycle tires long have been a standard in the trade. They are satisfaction and economy for the rider, and profit for the dealer.

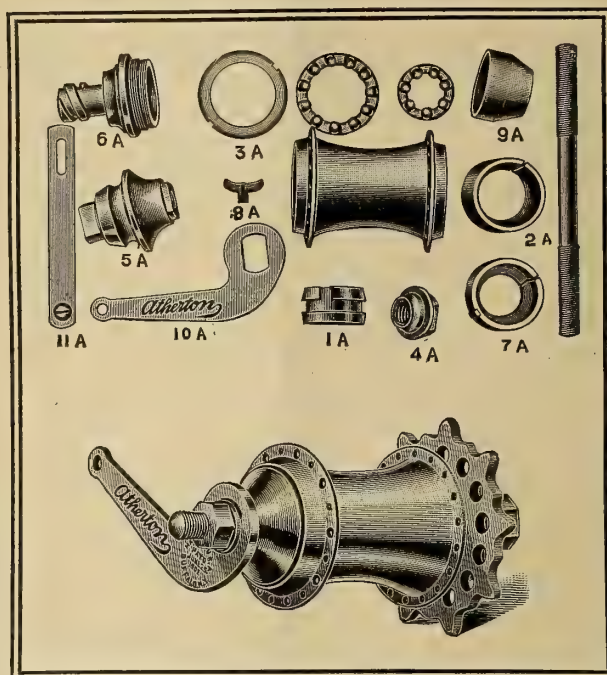
**KOKOMO RUBBER COMPANY**

Kokomo, Ind., U. S. A.



# Greater Development and More Simplicity

mark another advance in  
coaster brake construction,  
as exemplified in the



# CONCAVE ATHERTON

More efficiency, with longer life, appeals to everyone,  
and this is the brake that can show both cause and  
effect so far as these qualities are concerned.

---

**IT AFFORDS** { Perfect Braking — Absolutely Free Coasting  
Genuine Satisfaction and a Desire to Live Longer

---

Get the Up-to-Date Coaster Brake While You Are About It

QUOTATIONS AND DESCRIPTIVE MATTER ON REQUEST

**D. P. HARRIS HARDWARE CO., Distributors**  
48 Warren Street, NEW YORK

Licensed Coaster Brake Manufacturers





# This Should Convince You

of the general approval of

# G & J TIRES

We have just made up our records for 1910 which show the following increases in the sales of our

## MOTORCYCLE TIRES

**Increase 1910 over 1909 = 92½ Per Cent.**

**Increase 1910 over 1908 = 149 Per Cent.**

These figures are actual.

**Every manufacturer who purchased tires from us in 1910 has renewed his contract for 1911.**

**Dealers and users alike are enthusiastic and want nothing better.**

**We thank you gentlemen—we thank you!**

**G & J TIRE Co.**  
Indianapolis, Ind.





# The Finest Motorcycle in the World

IV H-P MAGNETO IGNITION  
QUALITY

FOOT AND  
COASTER  
BRAKE  
SAFETY

GRIP CONTROL  
SIMPLICITY

**BUILT  
AND TESTED  
IN THE MOUNTAINS**

**THE PERFECT TOURING MACHINE**

BELT DRIVE FOOT CONTROL  
PROGRESS

SILENT  
MUFFLER  
EFFICIENCY

SHOCK ABSORB-  
ING AND SPRING  
SEAT POST COMFORT

FOR AGENCY WRITE TODAY TO

**READING STANDARD  
COMPANY**

310 WATER STREET  
READING, PA.  
U. S. A.



# KELLY-RACINE TIRES

## For Motorcycles and Bicycles

are now being made in this new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.



¶ This factory will produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

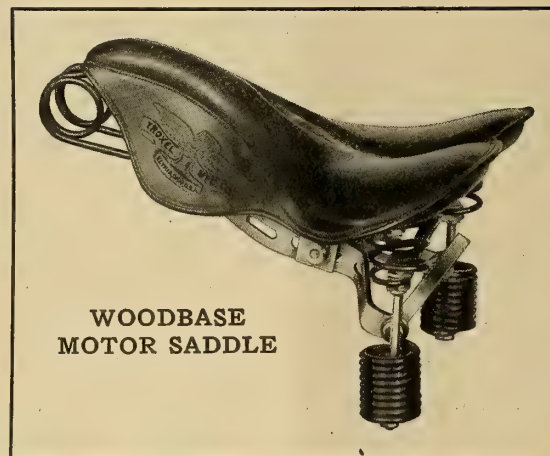
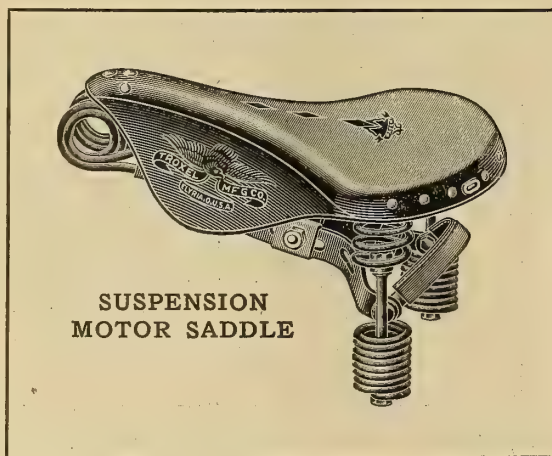
KELLY-RACINE RUBBER CO., Racine, Wisconsin



**The saddles that Troxel  
build are the best on earth.**

**AS USUAL**

**they were in the lead  
at the Chicago Show.**



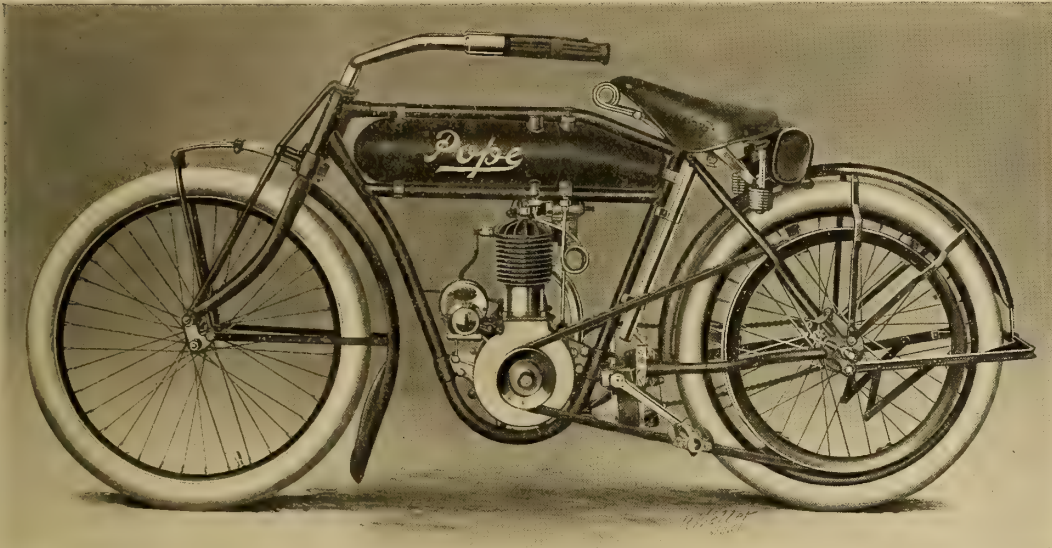
**QUALITY TELLS AND LASTS**

**Ride a "Troxel" and  
be with the leaders.**

**THE TROXEL MFG. COMPANY, Elyria, Ohio, U.S.A.**



# The New Pope Motor Cycle



**PRICE:** \$175 with Magneto.

**WEIGHT:** 140 Pounds.

**MOTOR:** Pope 3 H. P. Single Cylinder.

**IGNITION:** Herz High Tension Magneto, Regular and Only Equipment.

**SPEED:** 4-40 Miles an Hour.

## A Practical, Popular-Priced, Lightweight Machine

### Marks Beginning of a New Motor Cycling Era

The Pope Motor Cycle sells for less and weighs less than any of the general run of machines now on the market, yet it is capable of giving greater satisfaction along with just as efficient and economical service to those who would ride primarily for pleasure and for business purposes. Its vastly greater popularity is assured because a much larger number

of people will want to ride such a machine; because an increased number of people can afford to buy such a machine; and because a correspondingly greater number of people will have the requisite physical ability to handle and to operate such a machine.

### A New and Promising Field for the Dealer

For the dealer, the sale of this motor cycle opens a new and promising field. The demand for this machine has long existed. It will not be necessary to create it. The commercial strength of the Pope Motor Cycle lies in the fact

that it is specially designed to meet the hitherto unsatisfied demand of would-be motor cyclists who have not been able to find in any other type of machine one suited to their general needs.

### A Motor Cycle Whose Use Will Be Widespread

The Pope Motor Cycle is not meant for the race track. It will, however, give a new impetus to motor cycling for pleasure and for business, to both of which purposes it is ideally and specifically adapted. Despite the great progress made by the motor cycle it has not yet reached high favor with the general public. With the Pope Motor Cycle in

the field, however, there is no reason why its use shouldn't become general. Think of the tremendous and correspondingly fertile field of hitherto uncultivated trade which the introduction of this new type of motor cycle opens up for the first time. Think of the profitable returns which the early cultivation of this new field will yield to progressive dealers.

### Made in a Factory Possessing Unequalled Equipment

The Pope Motor Cycle is the culmination of a long and exhaustive series of experiments to produce a high grade Pope quality machine of greater practical utility for every day use. Over thirty years of experience as builders of the

highest grade of bicycles, backed by a factory possessing a mechanical equipment unequalled in completeness and adaption for the purpose, have enabled us to succeed in this undertaking.

Printed matter is now ready. Dealers should write at once for advance copies and prices.

## THE POPE MANUFACTURING COMPANY

Hartford, Connecticut





# Decisive—Significant

The victory of

# Diamond MOTORCYCLE TIRES

## At the Chicago Show

25 machines exhibited on Diamond motorcycle tires.

19 machines shown on highest competing make.

7 makes of tires divided equipment on 38 other machines.

## And at the Garden Show

Diamond Motorcycle Tires equipped **5 Times as many Machines as in 1910**, confirming motorcyclists' preference for the

## Tire Built Right

The tire that is not an experiment.

The tire that has required no "house cleaning."

Built on automobile tire lines—gives greatest tire mileage.

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ILLUSTRATED CATALOGUE SENT ON REQUEST

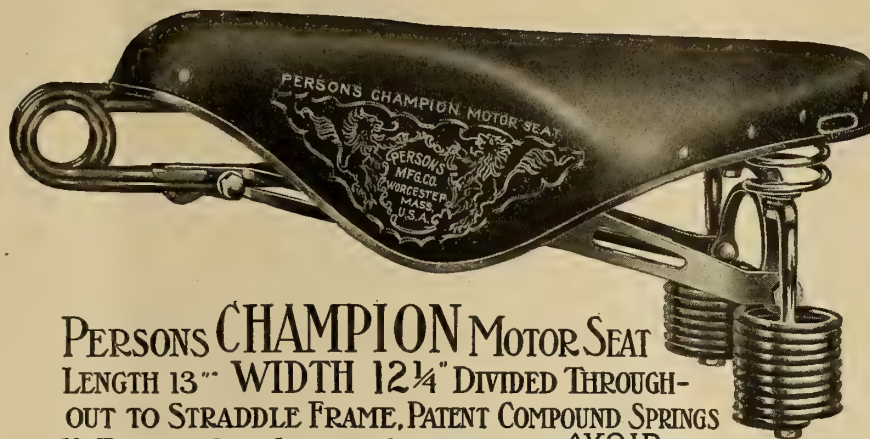
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.



If  
you are  
a  
wise rider  
and a  
careful  
buyer



Your  
Motorcycle  
will wear  
a  
Persons  
Champion  
Saddle

**PERSONS CHAMPION MOTOR SEAT**  
LENGTH 13" WIDTH 12 1/4" DIVIDED THROUGH-  
OUT TO STRADDLE FRAME, PATENT COMPOUND SPRINGS  
NO FRICTION, SIDE SWAY OR SQUEAKING. **—AVOID—** IMITATIONS

## Our Champion Challenges Anyone!

to show, in all other makes of saddles combined, as many **BONAFIDE POINTS OF SUPERIORITY** as given below, all of which will be found in **PERSONS 1911 MODEL**.

**TOP**—Made from finest oak-bark tanned leather. Double or reinforced tops not necessary. Ours are made from full thickness of the hide—no splits used. We are the only saddle manufacturers who are also leather tanners; therefore, we can and do select superior quality hides from which to cut our saddle tops.

**POMMEL**—High and cup-shaped, giving proper and artistic lines; riveted to top with solid copper rivets, insuring maximum of strength. We have always used this method of riveting. It is now being unsuccessfully imitated in inferior makes.

**CANTLE**—Cold rolled steel stamping riveted at the rear—the only proper way. This method of riveting is also now being unsuccessfully imitated, but a comparison soon shows the distinction in the Persons. Cantle is also formed to give saddle a nicely domed shape at rear, to fit the rider. A correctly shaped saddle for horse, bicycle or motorcycle is never flat at this point.

**DIVIDED FRONT SPRING**—It allows the saddle to straddle the frame, insuring a lower seating position than any other saddle and is bolted to trusses—not riveted. This spring, being the metal part most exposed to view, is nicely nicked.

**SPRING STOPS**—They stop the front spring on the rebound so it will not pass its normal position and strike the rider. It also reinforces the front spring and permits us to hinge

the latter with bolts back of the truss front ends, adding a further reinforcement to front spring and precluding side-sway.

**CLAMP**—Our 1911 model has a universal clamp, making it adaptable to any style seat-post and still retains our double security tilting feature; is built of dropped steel forgings, unbreakable and easily adjusted.

**BRIDGE**—This part spans the rear framing just under the upper springs and is a drop forging—not a stamping.

**POSTS**—These are the vertical parts to which the lower coil springs are attached and are dropped steel forgings—not turned from a rod of doubtful quality.

**SPRING**—Made in our own factory from finest quality oil-tempered spring wire. We do not purchase "ready made" springs.

**DROP FORGINGS**—There are more drop-forged parts in our 1911 Champion Motor Seat than all other makes combined, in fact more than in some bicycles or motorcycles. These forged parts are used to insure a minimum weight with maximum strength.

**ASSEMBLY**—All metal parts are assembled with bolts and nuts, thus giving perfect interchangeability. We do not rivet together the metal parts of our saddles. The workmanship throughout is the best.

### Now Mr. Motorcyclist—Is That Enough Evidence?

If you are still skeptical we don't ask you to accept our statements without proof. Just insist upon your dealer showing you a Persons 1911 Champion and compare for yourself its **POINTS OF SUPERIORITY** with any other saddle made by anyone anywhere. Furthermore, for the superior quality in our saddles, manufacturers pay us a higher price than for any other make, but if you specify Persons Champion as equipment you get the best at **NO GREATER EXPENSE TO YOU**. Reputable motorcycle manufacturers not showing Persons 1911 Model Champion Motor Seat as regular equipment will supply it as an option if you insist upon it.

*You Pay the Price—Get Your Money's Worth*

Write for full information and catalogue to the Oldest Saddle Manufacturers in the U. S. A. Established 1892.

**THE PERSONS MFG. CO., WORCESTER, MASS.**

*Build the Best Saddles On Earth*

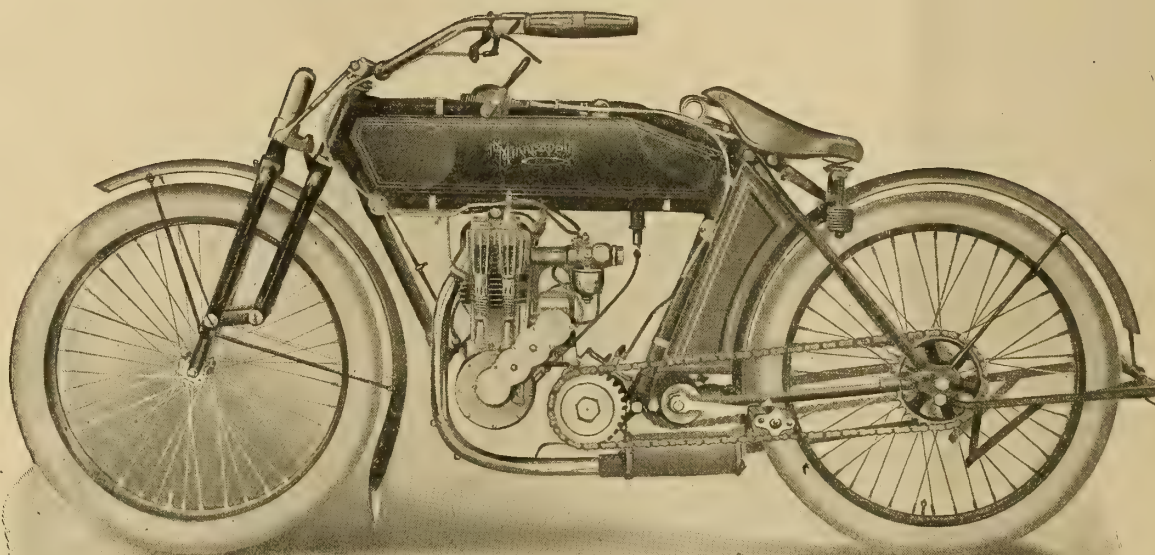


**IT'S NEW!**

**The Splendid Minneapolis New Five**

**Model "N"**

**WITH UNIT POWER PLANT**



**THE KING IS COME!** After three years in the works, this big, splendid, original-design 5 Single is on the market. The same effective "Minneapolis" Two-Speed Gear, yet better, combined with a tried and tested multiple disc, all enclosed in the motor base with positive lubrication.

**STRONG FEATURES:**

Free Engine Clutch, enclosed in oil-tight case.

Two-Speed Gear, enclosed in oil-tight case.

Enclosed Drive Gears. Only one Drive Chain, and large Sprockets.

Hess-Bright Ball-Bearings throughout.

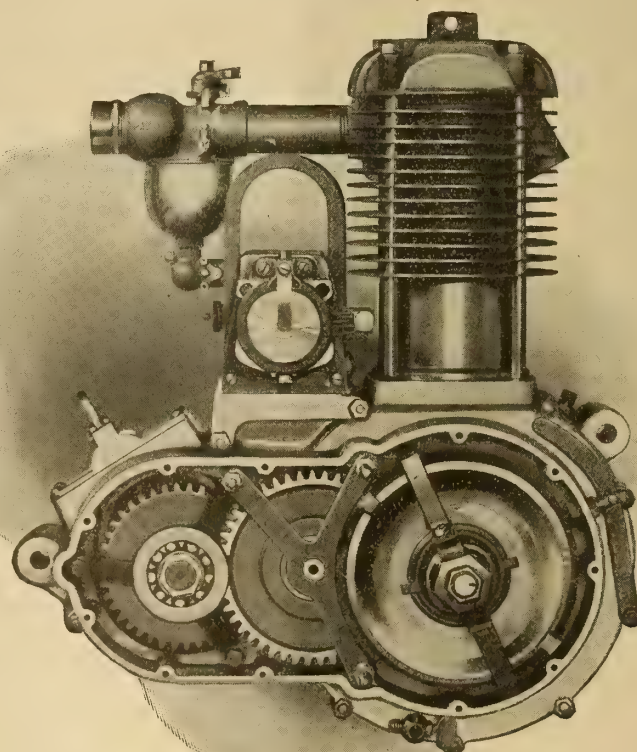
Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

**MINNEAPOLIS MOTORCYCLE CO.**

517 South 7th Street

Minneapolis, Minn.



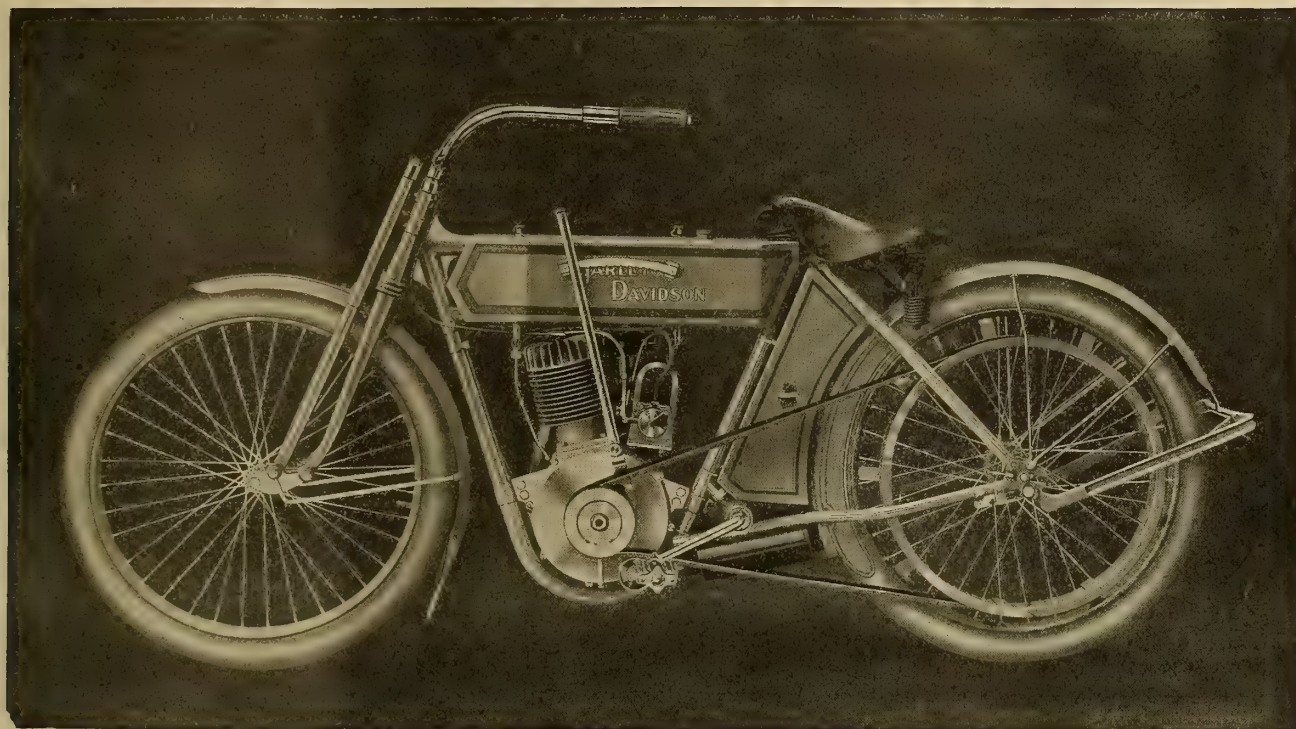
Cover removed, showing clutch, transmission and drive gears



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Do You Need Support for Your Own Decision to Handle the  
**HARLEY-DAVIDSON?**

---



THIS WILL HELP YOU BY SHOWING HOW  
POPULARITY AND TRADE ARE HEADED:

¶ In 1907, six bicycle dealers sold 105 Harley-Davidson Motorcycles. In 1908, they sold 227. During 1909, they sold 461. In the first ten months of 1910, these same six dealers **SOLD 1244 HARLEY-DAVIDSONS!**

¶ NOW MR. DEALER There are a few towns—in fact, a very few—where as yet we have no dealer. If you are fortunate enough to be located in one of them, take advantage of the opportunity to secure a mighty good thing and write us **AT ONCE—TODAY**. Many have been just **ONE DAY** too late in writing, so **GET BUSY**.

*Ask for Catalog "20"*

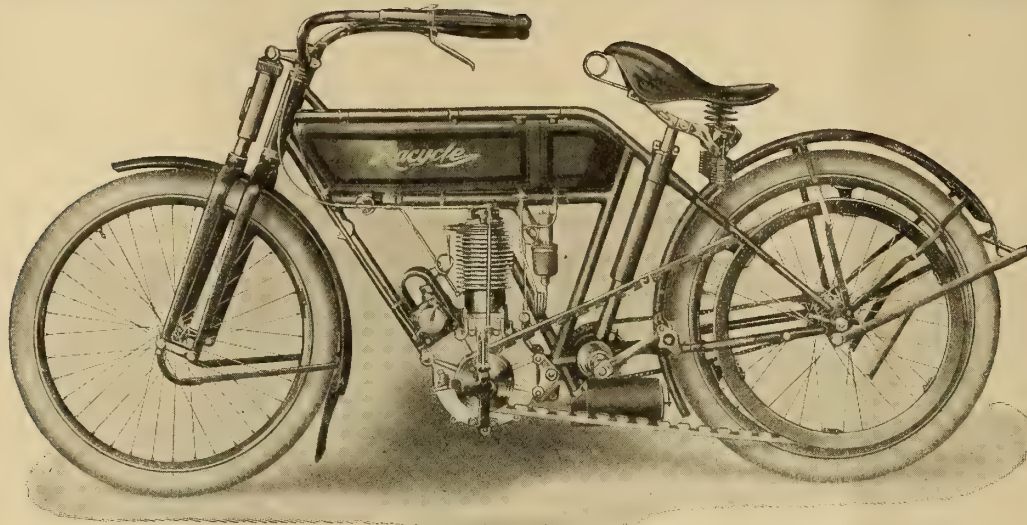
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**HARLEY-DAVIDSON MOTOR CO., 35 L Street, Milwaukee, Wis.**

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# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

For

**THE**

*Racycle*

Free  
Engine  
Clutch  
or  
Idler

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

**Ball Bearing Motor    Battery or Magneto  
Musselman Motor Brake**

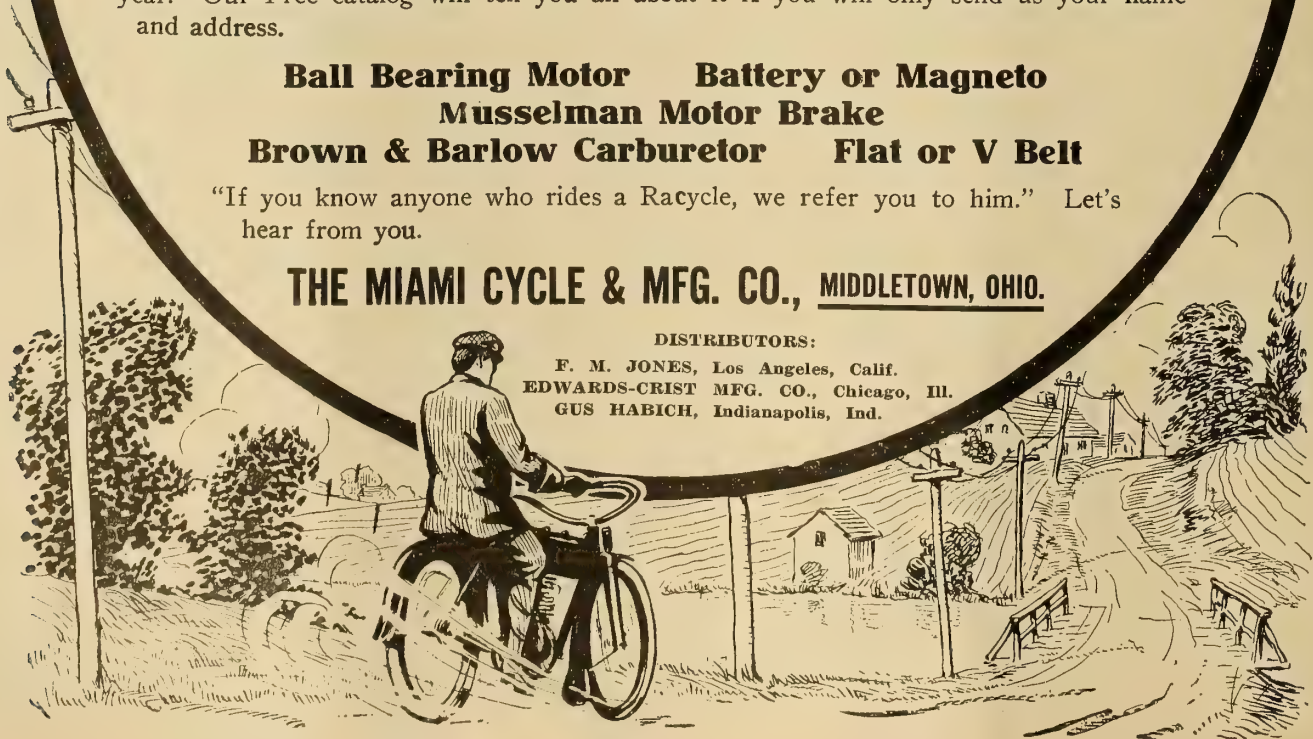
**Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

DISTRIBUTORS:

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, February 11, 1911.

No. 21

## MAKERS HAVE A RATING FORMULA

Motorcycle Horsepower Equivalents Suggested for Displacement—Association in Session at Chicago.

In a session at the New Southern Hotel, in Chicago, on Wednesday, 8th inst., the Motorcycle Manufacturers' Association had what one of the members subsequently described as "one of the best get-together meetings the association has held so far." E. S. Fretz, of the Merkel-Light Motor Co., of Pottstown, Pa., president of the association, was unable to be present, and in his stead J. D. Hurley, of the Aurora Automatic Machinery Co., Chicago, Ill., the vice-president, presided. The show committee reported that all matters relating to the Chicago show had been satisfactorily provided for, and the membership committee indicated that it is in touch with practically all of the motorcycle manufacturers of importance who are not already in the association, and is likely to bring them into the fold in the near future.

Not the least interesting development of the meeting was the report of the technical committee, which has been laboring on a uniform method of rating motorcycle horsepower. The committee has worked out a series of tables and comparisons from which it offers the suggestion that if the manufacturers want to convert cubic inches displacement into equivalents of horsepower rating,  $7\frac{1}{2}$  cubic inches might be allowed for each one horsepower of rating in single cylinder machines and  $8\frac{1}{2}$  cubic inches in twin engines. The matter of a uniform system of rating is to be gone into quite thoroughly at the next meeting of the association, which will be held on April

18, at Hotel Statler, Buffalo, N. Y., the session to commence at 10 a. m.

Among those present at the Chicago meeting were: R. A. Pickens, of the American Motor Co., Brockton, Mass.; H. T. Roberts and J. D. Hurley, Aurora Automatic Machinery Co., Chicago, Ill.; A. B. Coffman, Consolidated Mfg. Co., Toledo, O.; G. L. Carter, Detroit Motorcycle Co., Detroit, Mich.; W. G. Schack, Emblem Mfg. Co., Angola, N. Y.; Frederick C. Robie, Excelsior Supply Co., Chicago, Ill.; Walter Davidson and Arthur Davidson, Harley-Davidson Motor Co., Milwaukee, Wis.; George M. Hendee, Hendee Mfg. Co., Springfield, Mass.; E. Buffum, Merkel-Light Motor Co., Pottstown, Pa.; E. M. Jackson, Miami Cycle & Mfg. Co., Middletown, O.; E. C. Kicherer, N. S. U. Motor Co., New York City; James Turpin, New Era Auto-Cycle Co., Dayton, O.; George Sherman, Flanders Mfg. Co., Pontiac, Mich.; J. F. Cox, Pope Mfg. Co., Hartford, Conn.; W. F. Remppis, Reading Standard Co., Reading, Pa.; George W. Favor, Reliance Motorcycle Co., Owego, N. Y.; George Wagner, Wagner Motorcycle Co., St. Paul, Minn.

### Surre and Hamilton in a Change.

William J. Surre has been appointed general sales manager of the Continental Rubber Works, Erie, Pa., and will be succeeded as Eastern sales manager of the company by G. H. Hamilton, who has been assistant sales manager of the G & J Tire Co., Indianapolis, Ind. Surre's taking of his larger responsibilities is scheduled for about the first of April, at which time Hamilton will assume charge of the New York branch and the Eastern territory, handling Continental-Erie bicycle and motorcycle tires and tubes together with the company's tube patches, tire sundries and other products.

## HEAVY DEMAND FOR CYCLE TIRES

Spraker Tells of Kokomo's Remarkable Business Year—Proves Thriving Condition of Bicycle Industry.

With no other index at hand, the sale of cycle tires alone would indicate the volume and vigor of the bicycle trade and sport, and that these latter are now thriving to an extent unprecedented in years is again confirmed, by the accounts given by Lon Spraker, of the Kokomo Rubber Co., Kokomo, Ind., as to the volume of the company's bicycle tire business during 1910 and already on the books for 1911. Spraker was a visitor to New York this week, and in speaking of the bicycle and tire industry declared that last year has been the best bicycle tire year the company ever has had.

"For a series of years," he said, "our bicycle tire business has steadily and substantially increased in volume, each year being very much better than the year before. This past year, however, has been truly remarkable in the volume of business, exceeding the record of any of our previous years. What is more, the rate at which business is being placed and orders are being filled, together with the quantities involved in future orders, makes it certain that 1911 will be an even bigger year for the cycle trade than the wonderful twelve months just gone by."

### Wagner to Make Flat Belt Model.

Having flat belt drive and hand operated tension idler, a new model of the Wagner motorcycle is to be put on the market in April by the Wagner Motorcycle Co., of St. Paul, Minn. Like the Wagner models with V belt, it will be of four horsepower.



### Madison Square Garden Again for Sale.

On the heels of the renewal of the efforts to sell the Madison Square Garden, New York City, where the annual six day bicycle races and the annual motorcycle exhibitions are held, an announcement is made by the Grand Central Palace Co., of New York City, that on May 1 it will open an auditorium and exhibition hall with as much floor space as the Garden, and that the company is negotiating for future automobile shows, of which the Motorcycle Section is expected to continue as a part. The old Grand Central Palace, which at times has been in rivalry with the Garden as a place suitable for large exhibitions and meetings, is shortly to be torn down to make way for the new Grand Central Railroad terminal buildings, but a new Grand Central Palace of 13 stories has been erected on the New York Central Railroad's property, occupying the square between Lexington avenue and Depew place, and 46th and 47th streets.

The building is owned by the New York Central, and the Grand Central Palace Co. occupies it on a lease. A peculiar feature of the building is that it is erected over railroad tracks. Foundation piers are sunk between the rails, a number of switching tracks of the terminal running beneath the building. All the floors of the new Grand Central Palace are now completed except for plastering and putting on the interior trim. The three lower floors are to be utilized as an auditorium, while the upper floors are rented as offices. Although endeavoring to secure the automobile show as one of its annual customers, the company has not planned its space, so that it could take care of the six day bicycle race, and this, along with the horse show and the indoor circus, would have to find other accommodations than the new Grand Central Palace if the Garden were torn down.

### Marvel Unaffected by Herring-Curtiss.

Because of the sale of the assets of the Herring-Curtiss Co., Hammondsport, N. Y., scheduled for the 11th inst., the Marvel Motorcycle Co., of the same city, is taking steps to emphasize the fact that it is in no way connected with the bankrupt company. The Marvel company has its own plant, in which it has been making the Curtiss motor since December, 1909, and the product, it is stated, has the benefit of able factory organization and competent men, avoiding the careless assembly that in some instances adversely affected the old Curtiss product.

### Solder Paste in Collapsible Tubes.

Solder in paste form and put up in collapsible tubes is one of the new offerings designed for providing a quick, handy means of joining wires and for general repair work in which solder is used. The solder consists of a very finely pulverized tin, combined with a special non-corrosive flux, the compound being known as

"Solderall." It is made and marketed by the Solderall Co., of New York City. By squeezing a little from the tube on the parts to be joined and applying heat, a good soldering job may be quickly accomplished. For joining wires and for other small work, an ordinary match may be used with success, while for larger work a hot iron or torch is recommended.

### Imported Siren Signal for Bicycles.

Few of the accessories for bicycles have enjoyed a quicker or steadier popularity than has developed for mechanical siren warning signals during the past year. Among the latest of these to be offered is a bicycle siren styled the Demo, selling at \$1 and offered to the trade by the



Autolyte Mfg. Co., of New York City. As shown by the accompanying illustration, the device is compact in form, the dome being  $3\frac{1}{2}$  inches in diameter, and it operates by a friction roller applied to the tire when tension is exerted on the operating cord.

### Billings & Spencer Treasurer Dead.

Lucius Hancock Holt, for 40 years treasurer of the Billings & Spencer Co., Hartford, Conn., died in that city on the 4th inst., in his 84th year. He had been in failing health for the past five years, due to a breakdown caused by old age. Mr. Holt was born October 1, 1827 in Willington, Conn., and spent his early years in that town and in Hartford. He became the main support of the family at the age of 15, and was a newsboy until he was 18, when he learned the jeweler's trade. When he was 30 he went to Chicago and conducted a grain business for 15 years. After the great Chicago fire he returned to Hartford and became treasurer of the Billings & Spencer Co.

### Knowles Out of Royal Equipment.

Edwin B. Knowles, president and general manager of the Royal Equipment Co., Bridgeport, Conn., has resigned, and will form a new company for the manufacture of motor specialties. He has been succeeded by Sumner Simpson, formerly of the Union Metallic Cartridge Co., of Bridgeport.

### Barr Appoints Ten Sub-Agents.

C. E. Barr, of Columbus, Ohio, the Central Ohio agent for Thor and Excelsior motorcycles, has completed a trip through the territory that he controls. As a result he has appointed 10 new Thor agents.

### Swiss Magneto Rights Purchased.

By the outright purchase of all the patent rights of the company, all foreign interest in the Swiss Magneto Co., of Chicago, Ill., has been wiped out by a group of American stockholders in the concern, including Joseph Ratzer, New York City; H. P. Smith, Chicago; B. B. Clarke, Madison, Wis.; F. J. Wende, Chicago, and M. B. Hauzhurst, Waukegan, Ill. The consideration involved is said to be \$100,000. The company for about a year has been manufacturing in its factory at Chicago a magneto known as the Swiss, a single cylinder ignition model of which has been offered for motorcycle use.

### Fricker is Reading Standard's Head.

Jacob Fricker has decided to accept the presidency of the Reading Standard Co., Reading, Pa., which makes the R-S motorcycle. He was elected at a meeting of the board of directors on February 2. In addition to being president and treasurer of the Reading Abattoir Co., he is president of the Crescent Brass Co. and of the Reading Lumber Co., and is prominently identified with other of Reading's industries and business activities.

### Describes Wagner Motorcycles.

In a rich brown and gold cover, the 1911 catalog of the Wagner Motorcycle Co., St. Paul, Minn., is an exceedingly complete presentation of the Wagner motorcycle models, including the  $3\frac{1}{2}$  and the 4 horsepower types. The different structural elements of the machines are described and illustrated, and factory views are given, together with a little 10 years' history to show the nature of the concern behind the product.

### Belmont Cycle Bought by Schnell.

H. F. Schnell has bought the Belmont Cycle Co., 345 Broad street, Newark, N. J., formerly owned by Thomas Keyworth. In addition to acting as a Newark distributor for Merkel motorcycles, the company will handle supplies and will do a repair and storage business.

### Fisk President Leaves for Coast.

H. T. Dunn, president of the Fisk Rubber Co., Chicopee Falls, Mass., is making another of his periodic visits to the Pacific Coast. He will visit the company's various branches and large agents on the way, and will return about the middle of March.

### Colt to Make European Pilgrimage.

Colonel Samuel P. Colt, president of the United States Rubber Co., is about to take a trip to Europe. The duration of his foreign stay has not been disclosed.

### American Motorcycle Doubles Capital.

The American Motorcycle Co., Chicago, Ill., has increased its capital from \$15,000 to \$30,000.



## SEVEN MONTHS' TRANSFORMATION

**Harley-Davidson New Factory Buildings  
Spring Up Rapidly—Pictures Show the  
Growth of the Plant.**

Ingenious application of the moving picture machine has for some time been made by independent scientists and by the Department of Agriculture, at Washington, by which a growing flower or plant is given two exposure spaces a day on the moving picture film, so that when its growth is completed the whole story from the time the first tip of green comes through the ground surface until the plant reaches maturity may be shown as a rapid moving picture of a few minutes duration, and something of the same idea has been applied by the Harley-Davidson Motor Co., of Milwaukee, Wis., in showing the growth of its motorcycle plant, although the Milwaukee plant is no sort of vegetation. Instead of making two exposures a day, however, the Harley-Davidson company has concentrated the idea to two exposures in seven months, so that its "film," while short according to Nickelodeon standards, gives quick action.

The first of the two pictures, which was taken on June 28, 1910, shows a crowd of men, including Arthur, Walter and William S. Davidson, William S. Harley and some visitors, standing in their summer clothes on a piece of ground which is the site for the big five story factory addition shown in the second picture, the latter view taken on January 28, 1911. The building was started on July 1 and was finished and completely occupied by October 1. The company was doing its frame work, during 1910, in a one story frame building which occupied the space at the left of the present five story building and on the site that

the unfinished five story building now occupies. The frame department was moved out in October, the building torn down and work started on the new building in December.

The newest building, now being erected, is to be 112 feet long, five stories high, together with concrete basement, making six

12,000 for 1912. During all the difficulties attending the changing and expanding the factory, production was uninterrupted.

### French Opens Washington Branch.

A branch in Washington, D. C., for the sale of Indian motorcycles and Yale, Cornell and French bicycles, together with



GROUPED ON THE NEW BUILDING'S SITE LAST JUNE

stories in all. It is to be finished in March. The entire addition has to be enclosed and kept warm in vigorous Wisconsin winter by the use of "salamanders," the contractors practically putting up a wooden building, pouring a concrete building inside it, warming it so the concrete will not freeze, and using canvass for a roof as they go along. The most recent addition, when completed, will boost the output of Harley-Davidson motorcycles for 1911 to 8,000 machines and will make possible, without further building additions, a production of

supplies, parts and a general line, has been opened by Howard A. French & Co., of Baltimore, Md. The store in Washington is at 736 Fourteenth street, N. W., and Casper S. French, the youngest member of the French family, is in charge. The branch, which was opened on the first of the month, has found that Washington is one city where motorcycles and bicycles are ridden all the year, as during the heavy storm this past week a number of motorcycles and bicycles were seen on the streets, performing their daily duties.

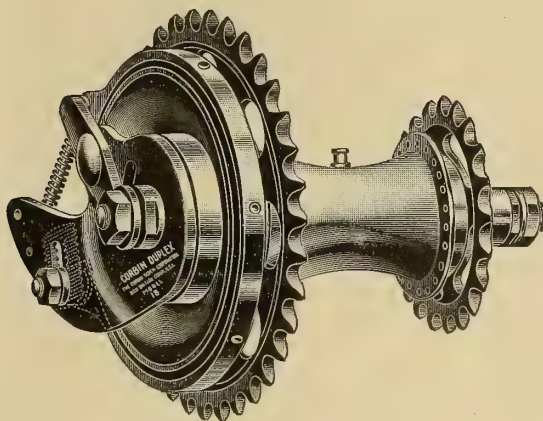


VIEW SHOWING THE ADDITION BEING ERECTED AND THE RECENTLY COMPLETED BUILDING ON THE SITE BARREN LAST JUNE



**T**WO SIDES of a triangle, instead of one side of a flat band, are used on the brake band of the new

C O R B I N



## Duplex Band Brake

¶ The triangular band fits into a V groove or channel of the brake drum, which is of larger diameter than previous models. The braking is perfect and the release is perfect.

CORBIN SCREW CORPORATION  
NEW BRITAIN, CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 11, 1911.

## "Cutting Back" Twin Engine Magnetos.

It is a well known fact that one of the chief objections voiced against twin cylinder machines is their inability to run slow, that is, at five or six miles an hour with both cylinders hitting. Rare indeed is the normal twin that can be pulled down below 12 miles an hour. In attempting to overcome this drawback, one of the methods that has been resorted to is in filing down the retard stop on the magneto contact breaker so as to allow a later spark. While this remedy to some extent contributes to a decrease in speed, it is not at all satisfactory, for it is accompanied by the greater disadvantage of a weaker spark at slow speed. This faint spark occurring at a time when it should be at its maximum strength tends to irregular running and skipping.

The better way to make a fast twin run slow would seem to be to file down the throttle stop so that the throttle could be closed tight. Then, with other conditions equal, a machine could be slowed to five miles an hour, even with the spark advanced to the maximum peak. In fact, a fixed spark seems much preferable to a variable spark, and the only excuse for altering the spark from the maximum position would seem to be when the engine

knocks on a steep grade or in deep sand

Throttle control really is the proper way to regulate a motorcycle. Observation of factory riders in endurance contests shows that in a majority of cases they run with the spark fully advanced and control their machines by throttle as much as possible. To a rider accustomed to using machines with variable spark control a trial of a machine using fixed ignition at full advance and controlled by the throttle will prove a revelation in smoothness of running, flexibility and ability to run slow. In a recent test between a machine with variable spark, partly closing throttle and free engine clutch, and another machine with fixed spark, tight closing throttle and rigid drive the latter was able to run much slower, even with the spark fully advanced as against the other with spark fully retarded. Even by slipping the clutch, the machine with partly tight throttle could not be run as slow as the one with rigid drive running with the throttle fully closed.

Of course, this single instance is by no means conclusive proof of the superiority of fixed spark over variable ignition, but it does show that a tight closing throttle will go a long ways toward solving the problem of making a twin run slow. In fact, it seems a much better way than by retarding the magneto. Incidentally, a tight closing throttle does not mean that absolutely no gas can get by it, for if the suction is sufficient to pull a mere whiff of mixture past the throttle edges that is sufficient to run the engine at a whisper—not only as slowly as a whisper but also as quietly, a virtue that always is desirable.

## Club Headquarters in Common.

In large cities where there is more than one motorcycle club, it is possible for the clubs, provided they are on friendly terms, to share quarters, thus reducing the rental and at the same time allowing more privileges for all than otherwise would be possible. The scheme is similar to that adopted by fraternal organizations, where a general place of meeting is secured and used on different nights by the several different orders. Generally in a city where there are several motorcycle clubs there is one that is more prosperous and stronger than the others, and is fortunate in having comfortable quarters. Under such circumstances it might be possible for other clubs whose finances and membership are limited to rent the rooms from the bigger

organization for certain nights. Of course such a plan undoubtedly would meet with objections from some on the ground that outsiders were not wanted; that the club was able to live on its own resources, or that members of other clubs would abuse the privileges which such a system would afford.

A proposition of this sort recently was turned down by a prominent club, but nevertheless, it has its advantages, and the measure of its success is dependent on the co-operation of the clubs concerned. Although as a rule there is considerable jealousy between local clubs, they cannot afford to continue such antagonism if they wish to prosper, and it should be borne in mind that in union there is strength. Three or four clubs in a city housed under one roof and pulling together will do more to boost the sport and attract new members than if they were scattered and antagonistic to each other.

By having a common place of meeting the vicinity becomes a general rendezvous for practically all local and visiting riders, and makes a better showing of strength before the public. Furthermore, contests can be arranged without conflict of dates, and the support of all is more easily obtained, resulting in larger and more successful events. Harmony should be the keynote among local clubs, and nothing will help to bring it about better than a common place of meeting.

Six weeks is altogether too long a period to wait between the making of records and the announcement of their acceptance or rejection. After such an interval, public interest in the performance has cooled, and any announcement concerning it is quickly forgotten. There is little excuse for such long delay, which in this particular instance apparently was due to outright carelessness, and the chairman of the competition committee should impress it on those concerned in record trials that affidavits must be forwarded at once so that official action in the matter can be taken promptly. The long delays that have prevailed heretofore between the making of records and the taking of official action, possibly have been partially responsible for the pre-official exploiting of them in advertisements by the manufacturers concerned, for the advertising value of most records is inversely in proportion to their age, and stale records receive scant consideration.



# Coming Events

1911 FEBRUARY 1911							1911 MARCH 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
5	6	7	8	9	10	11	5	6	7	8	9	10	11
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28					26	27	28	29	30	31	
FEBRUARY—SECOND MONTH							MARCH—THIRD MONTH						

February 18-19, Oakland, Cal.—Inaugural meet on the new Oakland Motordrome; open.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 20-25, Cincinnati, O.—Motorcycle and automobile show in Music Hall.

February 20-25, Hartford, Conn.—Motorcycle and automobile show in Foot Guard Armory.

February 21, Hartford, Conn.—Bicycle races at Naval Militia indoor athletic meet at State Armory; open.

February 21, New York City—Century Road Club Association, Eastern Division, annual ball in Westminster Hall, Lenox avenue and 114th street.

February 22, San Francisco, Cal.—San Francisco Motorcycle Club's races at Hayes Valley Carnival.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 26, Providence, R. I.—Providence Motorcycle Club's annual banquet.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 16, New York City—Century Road Club Association's ten miles handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, Floral Park, L. I.—Eastern Division C. R. C. A. spring century road race.

May 7, Brooklyn, N. Y.—Empire City Wheelmen's 15 mile, handicap road race; open.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race, open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, Floral Park, L. I.—Century Road Club of America, New York State Division, 100 mile bicycle record run, open.

## Correspondence

### Awarding Prizes After a Fall.

Editor of the Bicycling World and Motorcycle Review:

Six men faced the starter in a two mile bicycle lap race at the Seventy-fourth Regiment Armory, Buffalo, N. Y., on November 26. At about the fifth lap all fell except Schieder. He continued, however, and finished the race. Delling remounted after losing one lap in the spill and finished the entire distance. Is he not as much entitled to second place as Schieder is to first? When the spill occurred the gun was fired. The two mentioned were the only ones to finish the race. The referee, however, demanded that the race be run over, to decide second, third and fourth, and Delling was directed by the referee to ride or not get his prize. He rode in the run-off, finishing fourth, apparently disheartened by the decision. Was he entitled to second prize in the first running of the race?

R. J. HOOVER,  
Buffalo, N. Y.

[In the circumstances as stated, Delling undoubtedly was entitled to second prize. After a spill, if a first prize is awarded, those who were in the spill have a chance for prizes in the order of finishing the distance even if they walk their machines across the line.]

### But It Don't Take Long to Like It.

"I am not losing any time renewing my subscription for the Bicycling World and Motorcycle Review, as I don't want to miss a single copy. The longer I take it the better I like it."—Henry Shuk, North Yakima, Wash.

### FAMILIAR NAMES ILLUSTRATED.



"EMBLEM"



# Three New Motorcycles at Chicago Show

Pope Offering Causes a Trade Stir—Highly Original Valveless Two-Cycle Revealed in the Schickel—Minneapolis “Unit Power Plant” on View—Sherman Decorates Coliseum Annex with Detroit “Booster” Tags.

First of all, there is a kick on the snow storm that followed the fairest of weather and struck Chicago on Sunday, 5th inst., just the day before the Motorcycle Section opened, burying the streets so deep that mounted policemen who ventured out of the car tracks had to be dug out, horse and all, from the snowbanks. It knocked into a cocked hat all schemes for demonstrating machines, and doubtless greatly lessened the attendance on the part of the general public. Aside from that, however, the Chicago show proved, early in the week, that it was a good show, not only from the visitors' standpoint but also from that of the exhibitors.

Three wholly new motorcycles made their appearance at Chicago, these being the Pope, the new “unit power plant” Minneapolis, and a two-cycle surprise from New York City, known as the Schickel. Of course, all the rest of the machines, being the 1911 offerings, were new to the majority of visitors, too, but their features and appearance already were fairly familiar in advance, from the accounts and pictures published in connection with their being exhibited at the New York show and the earlier announcements by the manufacturers.

While all the machines seemed to share about equally in attracting the interest of the casual show visitors, the greatest buzz of trade excitement apparently centered around the new Pope, both because of the curiosity to examine the details of the motorcycle to which the Pope Mfg. Co., of Hartford, Conn., has committed itself, and because of the radical price—\$175 complete with magneto—at which it makes its debut. Frank expressions of doubt were freely uttered that the machine would for very long remain at the price at present set on it; some cynically proclaimed it a method of obtaining a rapid introduction, with a subsequent raising of price; others declared the company did not know what the machine would actually cost and was likely to lose money before it “woke up.” To all of which J. F. Cox, the manager of the Pope company's motorcycle and bicycle department, paid indifferent attention, except to suggest that it is probable the company knows what it is doing, that its good faith and reputation are behind the machine, and that the deliveries will probably commence in April. The machine, which was illustrated and described in last week's

issue of the *Bicycling World and Motorcycle Review*, is of 3 horsepower, with single cylinder engine, V belt drive, Herz magneto, double stem handle bars, grip control, and 26 inch wheels, and weighs 140 pounds. The show model was finished in French gray.

Far more radical in construction than anything else at the show, the Schickel, which did not make its appearance until Wednesday morning, was a genuine novelty. First there is a two-cycle valveless motor; the oil goes right into and is mixed with the fuel instead of being supplied by lubricator or pump; the idler for the flat belt is controlled from the twist grip; there is only one flywheel, with overhung crank; the U. & H. magneto is wholly enclosed in an extension of the crankcase and is mounted directly at the end of the crank shaft; instead of a shifting timer on the magneto, the magneto itself rocks, the magnets being swung back or forward on trunnions around the armature; the top and head of the frame are one big aluminum casting, forming the tank as well, with no steel tubing; screwing down in the top of the tank is a circular tool box, the bottom of which, protruding beneath the tank, forms the anchorage for the top of the engine cylinder. Schickel has been experimenting for over four years, and from the altered and composite machine that he developed in that time, he built the new machine staged at the show. At present his factory arrangements are not fully completed, but he expects to be manufacturing a limited quantity early in the season. He conducts the business in his own name—Norbert R. Schickel.

The “unit power plant” model of the Minneapolis, shown by the Minneapolis Motorcycle Co., of Minneapolis, Minn., was given its introduction to public gaze. As already described last week, it combines the motor, clutch, two-speed gear and connecting gears as one unit. Gray fiber is used as the intermediate clutch surfaces between the metal plates of the clutch.

As had been predicted, the Flanders Mfg. Co., of Pontiac, Mich., formerly the Pontiac Motorcycle Co., did not have any machines staged at Chicago, but it had an exhibit space and an exhibit—the latter being George Sherman, who with no machines on his mind, busied himself by plugging for Detroit as the place for the next national F. A. M. meet. As the result of his

activities, it was not long before every machine in the place had a big tag, with red and black letters, reading: “Boost Detroit for the 1911 F. A. M. Meet.”

Miss Clara Wagner, of motorcycle endurance run fame, and the daughter of George Wagner, the motorcycle manufacturer of St. Paul, was another of the trade visitors unoppressed by show responsibilities, and it was one of the pleasant things of the show to see her discussing technical motorcycle matters with her companion, Mrs. Ernest Frost, another woman motorcycling enthusiast, whose husband is a dealer in Jacksonville, Ill.

During the show the Detroit Motorcycle Co., of Detroit, Mich., was much distressed by the confusion on the part of visitors who mentally confounded the Detroit company with the Flanders enterprise at Pontiac, Mich. Special pains were taken to inform visitors who made the mistake that there is no relation between the companies, although both are headed by automobile men. The moving spirits in the Detroit enterprise are James J. Brady, William J. Nagel, G. L. Carter, Al Marks and Judge William Connolly. Brady, the president, was formerly the factory production manager for the Chalmers Motor Co., of Detroit.

All sorts of informal social and convivial gatherings marked the week, but the ball was set rolling at 1:45 on Sunday morning, 5th inst., when R. J. Leacock, of the R. J. Leacock Sporting Goods Co., St. Louis, Mo., gave a banquet at the Hotel Stratford, at which his son, R. J. Leacock, Jr. presided. The banquet was for a group of “old timers” in the bicycle trade who now are in the motorcycle or the automobile business, and who were at the show. Among those invited were Messrs. Horton, Surre, Shattuck, Ostertag, Dave Smith, Weston, C. F. U. Kelly, Collister, DeWitt Page, Billy Fuehl, George Collister and Jesse Eccleston.

Among the affairs given by the motorcycle exhibitors was a theater party and dinner, which the Wagner Motorcycle Co., of St. Paul, tendered on Tuesday night to its agents who were at the show. The Sherman House was the place of gathering for the “old guard” of bicycling, on Thursday night.

The military motorcycle “scout” who, starting on Wednesday, 1st inst., essayed to ride from New York to Chicago during



the week previous to the opening of the Chicago motorcycle show, bearing a message from one army officer to another, at last reports was hopelessly snow bound at Schenectady, N. Y., 171 miles from New York City. He found it impossible to ride the machine to Chicago before the close of the show.

There was a good attendance of the dealers from Tuesday morning on, and the business outlook, as reflected from the attitude of the tradesmen from out of town was even more big and promising than that manifested at New York.

At the space of the Pierce Cycle Co., Buffalo, N. Y., two models were exhibited, a 5 horsepower single, and a 7 horsepower four cylinder, together with a display case of parts. Those in attendance were E. R. Durkee from the factory and Mr. Jenkins, salesman for the middle west and southern states.

The central attraction at the booth of the Minneapolis Motorcycle Co., Minneapolis, Minn., was the new five horsepower single with the unit power plant, combining the engine, clutch and two-speed all in one integral housing. Also were shown, two other singles with Thor 4 horsepower motors, one with the Minneapolis two-speed and the other a direct drive with Minneapolis clutch. The Minneapolis gospel was preached by J. M. Michaelson, president, and W. E. Michaelson, vice-president, respectively, of the company.

Three models constituted the display of the New Era Auto-Cycle Co., Dayton, O., consisting of a 4 horsepower single with battery ignition, a similar machine fitted with magneto, and a 6 horsepower tri-car with delivery box. Two-speed gears are standard on all New Era's. The factory was represented by James Turpin, secretary of the company, and C. B. Hull, salesman for the central west.

Racyle motorcycles, which are made by the Miami Cycle & Mfg. Co., Middletown, O., were shown in four styles, all in 4 horsepower single cylinder form, but differing in types of transmission and ignition. The models shown were one with battery, V belt and free engine clutch; one with magneto, V belt and free engine clutch; one with battery, flat belt and hand idler, and one with magneto, flat belt and hand idler. From the factory were present K. R. Jacoby, president; E. M. Jackson, secretary; William Grube, designer; James Morrow, and F. P. Lee, salesman for the central states.

Quite different from all other exhibits was that of the Edwards-Crist Mfg. Co., Chicago, Ill., for they were the only agents that took space at the show, and they had the largest and most cosmopolitan exhibit in the show including all of the machines which they represent locally. Their line consisted of one Racyle 4 horsepower single with battery and V belt; one Thor IV single with battery and chain drive; one Thor IV single with battery and flat belt;

two 4 horsepower Armac's with battery and V belt; one Excelsior twin with flat belt and magneto; one Excelsior single with battery and 26 inch wheels; a similar machine with 28 inch wheels, another Excelsior single with magneto and 26 inch wheels, and a duplicate except that it had 28 inch wheels; there also was a pair of Emblems, a 4 horsepower and a 5 horsepower, both singles with flat belts; and last but not least, one of the new R-S 4 horsepower flat belt singles. All machines at this exhibit were equipped with Diamond tires and Persons saddles. In addition to the large display of motorcycles, this enterprising firm also showed an extensive collection of accessories, including Old Sol, 20th Century and Neverout acetylene lamps; Ecco combination lamps of their own manufacture, using either gas or electricity, the latter being supplied by dry cells and adapted for magneto machines; Ecco exhaust whistles that clean themselves automatically; Ever Ready and Stewart speedometers; Ecco tandem attachments, Neverout tail lamps, Sireno horns, Anderson glass spark plugs, Wright automatic plugs, Klip leggings and numerous other specialties. In addition to both members of the firm, J. J. Edwards president, and R. C. Crist, secretary, the following salesmen and demonstrators took care of visitors: Ned Winkler, Russell Firkins, Lewis Charlton and Wiley Ferris.

One machine, a 4½ horsepower single with battery, flat belt and idler, monopolized all the attention at the stand of the Greyhound Motor Co., Buffalo, N. Y. W. C. Chadeayne, president of the company, assisted by Ira H. Whipple, who has secured the Chicago representation, dispensed information concerning the product.

Show visitors had little excuse for not familiarizing themselves with the new R-S, to which the Reading Standard Co., Reading, Pa., pins its faith and future, for there were three duplicates of the 4 horsepower single with its flat belt, foot controlled idler, and double brakes. There also was a polished chassis minus the engine, and a motor dissembled to show the internal construction. The equipment on the regular finished models was divided between Corbin, New Departure and Eclipse brakes. Troxel and Mesinger saddles and Goodrich, G & J and Morgan & Wright tires. On the firing line were W. F. Remppis, sales manager; W. G. Schaeffer, assistant sales manager, and W. G. Rhodes, Philadelphia distributor.

Five machines were staged at the space of the Excelsior Supply Co., Chicago, these being two of the model G twins, 6 horsepower, with magneto, flat belt and idler; a 4 horsepower Model K with battery; a Model K with magneto; and the Model L-M, 4 horsepower, with magneto and 26 inch wheels. All the singles had the usual Excelsior flat belt and idler. The Excelsior clan at the show consisted of H. N. Kirk, sales manager; A. G. Lyon, assistant

sales manager; Harry Swensgaard, of Detroit; Gideon Haynes, a veteran western traveler for the company; Joseph De Salvo, racing man and factory expert; N. C. Richardson, of the sales department.

The Harley-Davidson exhibit had three machines and an array of men in the exhibit to expound their virtues. The machines included a 4 horsepower battery single, with the regulation Harley-Davidson flat belt and idler, but with 26 inch wheels; a 4 horsepower magneto single, and a 6½ horsepower magneto twin, while a sectioned engine on a table helped make the construction clear. The Harley-Davidson Motor Co., Milwaukee, Wis., was represented by Arthur Davidson, sales manager; Walter Davidson, president; William S. Harley, designer, engineer, treasurer, buyer, etc.; H. W. Hascall, of the sales department; S. Lacy Crolius, advertising manager; Al E. Becker, assistant sales manager; George Puls; Herman Lang, Jr., of Chicago; H. W. Angston, of the Angston-Koch Co., Chicago; F. E. Beck, Joliet, Ill.; R. L. Kenny, Lafayette, Ind.; D. L. Tullis, Kenton, O.; F. Schwartz, of Chicago; and T. C. McCullough and Roy Underhill, of Herman Lang's Chicago agency for the Harley-Davidson.

No machine at the show could boast of as many years of existence as the Wagner, which comes from the factory of the Wagner Motorcycle Co., St. Paul, Minn. It was the father of them all, having been born in 1897, according to the company's claims. Three of the 1911 vintage were exhibited, all 4 horsepower singles. One had battery ignition and V belt, another magneto and V belt and the third battery, V belt and the K & R two-speed in the rear hub. The Spartan belt was used on the two-speed. The Wagner staff consisted of George Wagner, the head of the company; Miss Clara Wagner, and Edward Worthington, sales manager.

The familiar hue of bright orange predominated at the Merkel enclosure where the Merkel-Light Motor Co., Pottstown, Pa., exhibited five of the yellow fellows. The family was made up of the following members: One 7 horsepower twin with V belt, magneto and Eclipse free engine clutch; one 4 horsepower single with magneto and V belt; one 6 horsepower twin with V belt and magneto; one 4 horsepower single with magneto and N. S. U. two-speed, and one 7 horsepower twin racer with ports. There also was a display board of engine parts. Visitors were initiated into the secrets of Merkel construction by Edward Buffum, sales manager; J. E. Merz, manager of the Chicago branch, and Fred Huyck, manager of the local retail store.

Three singles, all 4 horsepower, and a 7 horsepower twin constituted the offerings of the makers of the M-M, the American Motor Co., Brockton, Mass. The singles consisted of one battery special with V belt and 26 inch wheels, one magneto special, finished in full nickel and fitted with V



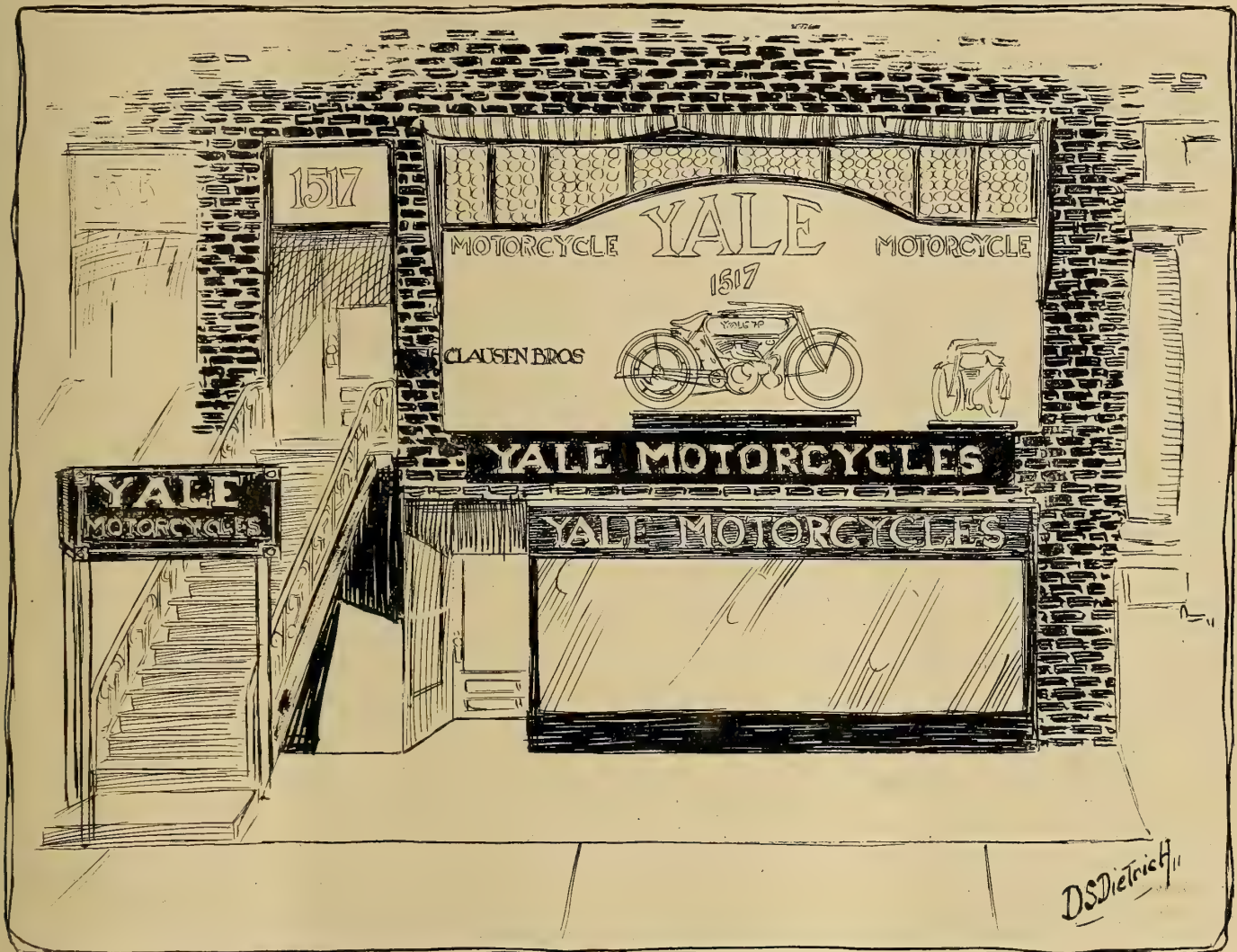
belt, 26 inch wheels and the M-M free engine clutch, and one touring model with flat belt and idler, magneto and 28 inch wheels. The twin had magneto, V belt and 26 inch wheels. The belt on the twin was the Wedge-Grip made by the Strand Mfg. Co., Milwaukee, Wis. A. E. Strand, of the latter company, made his headquarters at this space. The M-M representatives on duty were R. A. Pickens, secretary and sales manager of the company, and

magneto and 1½ inch V belt. Emblem interests were looked after by William G. Schack, president of the company; L. S. Taylor, racing man, and William Blind, of the Edwards-Crist Co., local agents.

Two models of the Reliance, for which the Reliance Motorcycle Co., Owego, N. Y., is sponsor, were shown. They were a 4½ horsepower single with magneto, flat belt and hand idler, and a similar machine with battery instead of magneto. The ex-

Carter, sales manager; E. K. Zimmerman, designer, and Judge William F. Connelly.

Show visitors got all that was coming to them as far as the N. S. U. was concerned, for the N. S. U. Motor Co., New York City, which imports the German product, staged a full line of four models. They consisted of one 6 horsepower twin with spring frame and N. S. U. two-speed gear; one 3½ horsepower single undergeared; one 4 horsepower coast-to-coast single, and one



WHERE YALE MOTORCYCLES WERE EXHIBITED, ON MICHIGAN AVENUE, DURING CHICAGO SHOW WEEK

Guy M. Greene, manager of the Chicago branch, distributor for the central states.

The exhibit of the Emblem Mfg. Co., Angola, N. Y., where Emblem motorcycles are turned out, consisted of half a dozen machines. Individually they were a 4 horsepower single with battery and flat belt and idler; a 5 horsepower single with magneto, flat belt and hand idler and Eclipse free engine clutch; one 7 horsepower twin with magneto, V belt and Eclipse free engine clutch; one 5 horsepower single with 1½ inch V belt, magneto and Eclipse free engine clutch; one 4 horsepower single with magneto, flat belt and hand idler, and lastly, a 30½ cubic inch single racer with drilled cylinder flanges,

ponents of the Reliance were Arthur S. Bandler, president of the company; George W. Favor, general manager; Ward Decker, designer; J. M. DeLezene and L. Freeman.

While Detroit was overwhelmingly represented in the automobile section of the show, the only motorcycle at the show that claimed it as its birthplace was the Detroit, a tank-in-the-frame exponent, that is hatched in the incubator of the Detroit Motorcycle Co. Two models were staged, both 4 horsepower singles with flat belt and hand idler. The only difference was that one had battery and the other magneto ignition. The pedigree of the Detroit was told by James J. Brady, president; W. J. Nagel, secretary and treasurer; G. E.

2½ horsepower single undergeared with eccentric variable pulley. All models were fitted with V belts and magneto, both of which are standard equipment. The automatic stand came in for considerable attention. The show representatives were E. C. Kicherer, American branch manager, and Charles Libbe, of the American Motorcycle Co., local agents.

By reason of the nature of its product, the Eclipse Machine Co., Elmira, N. Y., was fortunate in being able to give real live demonstrations of the workings of the Eclipse free engine pulley. A pulley was fitted to a "dead" motorcycle that was jacked up and connected by belt with an electric motor, and the throwing of a



switch started the wheels going round for the edification of interested spectators. The company also showed hubs, coaster brakes and other cycle fittings. The factory had ample representation in Ralph D. Webster, vice-president and general manager; J. C. Ferguson, A. C. Rice, F. S. Ellett and R. O. Frost.

Seven braves of the Indian tribe in various forms of trappings reflected the new ideas which are embodied in the 1911 models by the Hendee Mfg. Co., Springfield, Mass. The braves and what they wore were as follows: One 4 horsepower single, chain drive, free engine and magneto; one 7 horsepower twin with chain drive, free engine and magneto; one 7 horsepower twin with magneto, two-speed and free engine, chain drive; one 4 horsepower single with flat belt, free engine clutch, hand idler, and magneto; one 5 horsepower twin, chain drive, with free engine clutch and magneto, and the baby of the tribe, a  $2\frac{3}{4}$  horsepower single with battery, chain drive and free engine. There also was a 5 horsepower twin engine in sectional form with hand crank. The big chiefs from the factory who visited the Chicago hunting grounds were George M. Hendee, president; Oscar Hedstrom, designer; F. J. Weschler, treasurer, and Charles Gustafson, Sr. From the Chicago tepee came P. B. Whitney, H. W. Miller, Frank Shomo, S. W. Nicholson and A. H. Crocker.

One of the few machines which made its debut at Chicago was the Pope, built by the Pope Mfg. Co., Hartford, Conn. One model was shown, a three horsepower single with V belt and magneto. The Pope staff consisted of J. F. Cox, manager of the motorcycle and bicycle department; G. W. Clark, designer, and M. J. Littlefield, Z. Godin and F. L. Buckbee.

The house of Thor, the Aurora Automatic Machinery Co., Chicago, Ill., was represented by four machines, three singles and one twin. Identifying them individually they were one 4 horsepower single with chain drive and magneto; a similar machine with battery; a 4 horsepower with magneto and flat belt with hinged frame belt tensioner; and one 7 horsepower twin with magneto and chain drive. Assisting H. T. Roberts, sales manager, in receiving were G. H. Squier, J. S. Tormey, travelers; J. A. Handin, assistant sales manager, and F. D. Freeman, manager of the Chicago store.

Norbert R. Schickel, of New York City, staged the new Schickel, of 4 horsepower, with two-cycle valveless engine, grip controlled flat belt idler and other unusual features, including the enclosed rocking magneto. Schickel himself looked after visitors and explained the various features of the machine, occasionally making an inquirer get on the machine to test for himself the workings of the caster-action spring fork, in which a road shock exercises a pull-down compression instead of an upward compression.

The Nathan Novelty Co., New York City, which was located in the Annex balcony directly over the Motorcycle section, had an Excelsior and a Harley-Davidson all trigged out in Nathan novelties, such as front and rear wheel guards, handle bar muffs and the like, and displayed an exceedingly complete line of new motorcycle goods in the way of leggings and garments.

Over on Michigan avenue, at the establishment of Clausen Brothers, the Yale exhibit was staged during show week, the machines consisting of a battery single and a magneto single with flat belt, and a battery single with V belt, together with a twin with flat belt and magneto. A. B. Coffman, sales manager of the Consolidated Mfg. Co., Toledo, O., met agents while the Slausen staff took care of the retail buyers.

#### Binghamton to Geneva Improvements.

Motorcycling tourists may be benefited by a bill introduced in the New York Senate by Senator Murtaugh, of Elmira, to appropriate from the highway fund \$1,000,000 to construct 90 miles of macadam road from Binghamton north to Geneva. The improvement of this strip of road would give motorcyclists excellent roads all the way from New York to Buffalo by way of Watkins Glen, Seneca Lake and through some of the most magnificent scenery of the central part of the State, the roads from New York to Binghamton and from Geneva to Buffalo having already been modernized. The proposed improvement would also form a lateral route connecting what is known as the central state highway between Buffalo and the Hudson River with the southern highway across the State. There is at present a good road branching off from Binghamton in a northerly direction to Albany. If the Murtaugh bill becomes a law the \$1,000,000 would come from the \$50,000,000 voted for by the people of the State in 1908 for improving the highways.

#### Constable Has a New Mount Now.

Last fall some bold bad thief or thieves took a fancy to the motorcycle of Constable William B. Thompson, of Chester-and-vicinity, Pa., and made off with it, and although the sturdy knight of the locust club exercised all of his Sherlock Holmes faculties, he was unable to catch the culprits or recover his trusty gasoline steed. Despairing that he ever will get it back, the solid citizens of Haverford township, over which the constable watches, have gotten together and presented him with another machine that is bigger, and brighter, and faster than the one he lost. Constable Thompson is deeply grateful to his constituents for their interest in his welfare, and promises to give them even better protection than the tariff gives the trusts. He says that no evil doer in his territory will be able to get away from him now unless he has an aeroplane. The doughty constable

feels that the presentation of the motorcycle to him near the close of his term is sufficient proof that his constituents wish to retain him in office.

#### Dangerous Dogs Under Malta's Ban.

Few are the cyclists or motorcyclists who at some period of their riding careers have not had an unpleasant experience with dogs. In fact, dogs are the bane of cycles of all sorts, and particularly motorcycles, because of the noise the latter make, which to some canines is a challenge to battle. An ordinance relating to dogs, that recently was passed on the island of Malta, makes provision for punishment to dogs or their owners when the former attack cyclists or motorcyclists. If an unchained dog makes an attack or causes annoyance to any cyclist it is the duty of a police officer present to seize the dog and put him in pound and keep him there until the owner or keeper claims him and pays \$5 for his release. If the dog is not claimed in three days he may be killed. If a police officer who may be present declines to seize the dog, the cyclist may have the owner or keeper of the dog summoned to court and fined \$5. An owner or keeper may relieve himself of such responsibility and penalty by surrendering the dog to the police to be destroyed.

#### Wants a Bureau of Roads-Travel.

Resolutions urging the creation of a Bureau of Roads-Travel, to be made part of the Department of the Interior and similar to the Ministry of Travel in France, were adopted at a meeting of the American Automobile Association, in Chicago, on the 2d inst. It is the idea, among other things, that the bureau, when created, shall plan a system of national and state routes and mark them accordingly. For instance, if National Route No. 1 extends from New York to Chicago to San Francisco, all the sign boards throughout its length will carry the designation "N. R. No. 1." It is believed that a system of the sort would greatly facilitate interstate touring and serve other good purposes. The association also placed itself on record as favoring the construction of a national memorial highway from the city of Washington to Gettysburg battlefield, in honor of Abraham Lincoln.

#### Tells About Cycle Chains.

"The Engine Room of the Cycle" is the title of a little yellow covered book of 24 pages issued by Hans Renold, Ltd., of Manchester, England, and illustrating and describing the processes used in the manufacture of Renold cycle chains. Valuable information and illustrations concerning the design, fittings and use of chains are also given, and copies of the booklet are forwarded anywhere on application made to Hans Renold or to Brown Brothers, Ltd., 22 Great Eastern street, London, E. C.



## 84 MILES IN 60 MINUTES

**DeRosier Again Emulates the Whirlwind—  
Cracks Records Up to 93 Miles, Aver-  
aging 43½ seconds per Mile, When  
Gasoline Gives Out.**

Riding the famous "No. 21" Indian "7," on which all of his previous phenomenal flights were made, Jake DeRosier shot to pieces the professional motorcycle record table times from 2 to 92 miles on the Los Angeles (Cal.) Motordrome on Tuesday, 7th inst. Want of a cupful of gasoline was the only thing that prevented the speed wizard from hanging up new marks for the whole hundred miles, for when his tank ran dry in the 93d mile he was away ahead of the previous records. DeRosier's time for the 92 miles was 1:06:35. The most remarkable feature of his performance was the complete eclipsing of the hour record of 79 miles 1540 yards. In its place will stand, if accepted, the marvelous figure of 84 miles 135 yards.

So often has DeRosier astonished the world by his comet-like projections through space that the impossible has come to be expected of him. His machine has a record of having attained a speed of 90.91 miles per hour for a third of a mile some time ago, and it is not beyond the range of possibilities that something like this speed will represent the hour record when the chimes ring out 1911. When British motorcyclists learn of Jake's latest knock-out of Father Time, they are likely to have a bad attack of "nerves" in anticipation of what is coming to them when DeRosier emigrates to the tight little isle next month, although his British racing will be of quite a different kind from board track work. DeRosier's machine was shod with Good-year blue streak racing tires.

Just how valuable a fifth of a second is in a record trial was shown in the very first mile when DeRosier spun around the mile wooden bowl in 41½ seconds, tying the existing mile record. This small fraction stands in the way of a clean sweep and a new mile record. From then on the slaughter commenced, and the old records fell like Philistines hit by a jawbone. The first five miles were reeled off in 3:29½. At ten miles the watches read 7:01¼. The quarter century was reached in 17:44¾. Maintaining his usual consistent speed, DeRosier reached the halfway station, 50 miles, in 35:41½, and was clocked for 75 miles in 54 minutes flat. In the next six minutes, which completed the hour, he whittled off nine miles and 135 yards. For the hour DeRosier maintained the phenomenal average of 42¾ seconds per mile, an unparalleled feat in motorcycle annals. For the entire run of 92 miles DeRosier's average dropped slightly to 43¾ seconds

per mile. This falling off in speed in the last eight miles probably was due to the impending exhaustion of fuel accompanied by a reduction in fuel pressure at the carbureter nozzle, which goes to show how such an apparently unimportant difference may be found responsible for a decrease in speed.

At the conclusion of the trial DeRosier was in good physical shape and both man and machine appeared quite fit to have completed the remaining eight miles at the same terrific speed. DeRosier broke all of his own records save those from 17 to 35 miles inclusive, which stood to the credit of F. E. Whittler on a Merkel. The trial was officially sanctioned and held under F. A. M. supervision, the following acting as officials. Ray Simonds, referee; H. L. Gardner, H. S. Hickok, Frank Harlan, timers; D. W. Semple, H. R. Craighton, C. R. Kittle, judges; C. A. Thompson, Edward Lingenfelder, J. A. Johnson, scorers; James E. Helpling, starter. The records, of course, are unofficial, pending the decision of the F. A. M. competition committee.

The new and old records in multiples of five are as follows:

New Records	Distance	Old Records
0:41½	1 mile	0:41½
3:29½	5 miles	3:37¼
7:01¼	10 miles	7:20¾
10:35	15 miles	11:05¾
14:10	20 miles	14:45½
17:44¾	25 miles	18:26¾
21:19¾	30 miles	22:06¼
24:54¾	35 miles	25:51
28:30¾	40 miles	29:49¾
32:06¾	45 miles	33:33¾
35:41½	50 miles	37:16½
54:00	75 miles	56:13½
84 miles 135 yds.	1 hour	79 miles 1540 yds.
92 miles, 1:06:35		90 miles, 1:07:44½

### Buffalo to Bid for F. A. M. Meet.

Another candidate for the honor of conducting the 1911 F. A. M. meet has announced itself. The latest aspirant is the Buffalo (N. Y.) Motorcycle Club, which held a special meeting last week to consider the matter. It was brought out that at the New York show Buffalo sounded the exhibitors and visitors as to their views on holding the meet in the Bison City, and it is claimed that considerable favorable sentiment was evoked. It is pointed out that the only argument that can be used against giving Buffalo the meet is that it has no suitable track, and to overcome this deficiency, the club has appointed a committee consisting of O. L. Neal and E. G. Schultze to confer with some financial interests in the sporting world and endeavor to interest them in a proposition to build a track.

### South Carolina Gets a Commissioner.

L. I. Strauss, of the Carolina Merkel Co., Sumter, S. C., has been appointed state commissioner for South Carolina. He is preparing to extend the F. A. M. gospel into parts of the state that hitherto have been neglected.

## BALKE'S RECORDS ARE REJECTED

**"Laxity and Violation of Rules," the Official  
Reason—Hereafter Chairman Must See  
Measuring Instruments.**

Upon receipt late this week of the affidavits of the officials who supervised Charles Balke's record trial on the Los Angeles (Cal.) Motordrome on December 31, 1910, when new amateur times from two to 20 miles inclusive were made, Chairman Thornley, of the F. A. M. competition committee, has rejected the records because of laxity and violation of the rules in connection with the measuring of the machine after the trial. The specific grounds for rejection are that after the trial the machine was measured and found oversize, and then after being permitted to remain unsealed in the custody of the Indian agent was again measured and found undersize. The second measurement was void as far as the competition committee was concerned, because it was made after opportunity had been given to alter the machine. It afterward was proved that the instrument used in making the first measurement was inaccurate, so that as neither measurement could be accepted, the only course open to the competition committee was to reject the records. In taking this action Chairman Thornley wishes it understood that no reflection upon the integrity of the Indian agent or anyone connected with the trial is intended, and that there is no evidence to warrant the belief that any attempt was made to tamper with the machine, but inasmuch as there was a violation of the competition rules, the penalty must be paid. Concerning the long delay—six weeks—in the filing of the affidavits, Chairman Thornley puts it up to DeRosier who, he says, went up to the Oakland track, and neglected to pay the officials who served at Balke's trial, and they consequently declined to sign the affidavits. Finally C. W. Ridsen, the Indian agent, paid them and the affidavits immediately were fixed up.

Hereafter, says Chairman Thornley of the F. A. M. competition committee, all affidavits of record trials must be accompanied by the instrument used in measuring the machine. This instrument, in the presence of witnesses, will be compared for accuracy with standard instruments in the chairman's office, and, if found to agree, will establish the correctness of the measurements of the machine upon which it was used. If an instrument used to measure a machine does not agree with the standard instruments, of course no measurements made with it are of value in attempting to establish the validity of a record. This action, continues Chairman Thornley, is but a further step toward making all records that are accepted absolutely beyond ques-



tion as to accuracy. It also is intended to obviate the wrangles which in the past have ensued over the measuring of machines, and which have been responsible for the throwing out of a good many otherwise apparently correct records.

#### Oakland's Opening is Again Postponed.

For the 'steenth time the opening of the new Oakland (Cal.) Motordrome has been postponed, this time to the 18th and 19th inst. Weather conditions are said to be responsible for the latest putting off of the opening, the rainy season having set in. It is said that the new dates are final and that nothing short of a cloudburst will cause a further postponement. Practice is going on daily when the weather permits, and some fast miles are being spun on the new half mile wooden bowl that expects to write its name large on the record table when the speedfest commences. Jake DeRosier, in his street clothes and without any special preparation, made a mile in 42 seconds with Indian No. 21, the machine that he has used in nearly all of his record trials. Balke and Seymour on Indians also have come close to DeRosier's figures. Graves and Ward, the Merkel fliers, also are on hand, and Whittler is expected daily from his home in Salt Lake City.

#### Louisville Credit Belongs to Holmes.

Credit for the formation of the Louisville Motorcycle Club, of Louisville, Ky., belongs largely to E. H. Hughes, who was vice-president of the Southern District of the F. A. M. at the time and who is now president of the club. The honors to which President Hughes are entitled, in relation to the birth and progress of the club, were not brought out clearly in connection with the publication of a recent group photograph of the club members, at which time it was indicated that the club was originally formed by F. I. Willis, the president of the Federation of American Motorcyclists. Hughes had been working on the project for a motorcycle club in Louisville for some time previous to its organization, and when things were ready President Willis was invited by Hughes to come to Louisville and give the boys a little talk, his presence assisting in the formal organization. The club therefore regards Hughes as its father and Willis as its godfather.

#### Balke Making Ready to Attack Records.

Charles Balke is expected to go after the amateur records from two to 20 miles at the Oakland motordrome very soon. It will be remembered that on the last day of 1910 Balke went out and made new times for the distances, but the times are not likely to be accepted as records, because of a mix-up as to the measurements of the engine, following the performance. A formal announcement from the competition committee rejecting the claims for records, with reasons therefor, has been prepared

## GUN PLAY FOLLOWS CRAP GAME

**When Motorcycle Cop Used the Gun, a Georgia Negro Dropped Dead—Incident of Outing "Down South."**

A. G. Chapple, who is traveling in the South in the interests of the Merkel, was a witness to a tragedy enacted near Savannah, Ga., on Sunday afternoon, 5th inst., that was so startling and sudden in its occurrence that it took his breath away. It also served to illustrate once more the ready way in which some Southerners handle shooting irons.

"Together with a few local riders I was riding over the Grand Prize course toward Thunderbolt," says Chapple, "when a motorcycle policeman suddenly flashed past us. I wanted to chase him but was afraid I would get pinched, so we all let out a few links and trailed about half a mile behind him. We knew there was something up and wanted to be there to see it. There was a crap game going on among a lot of negroes near the Athletic Park and the cop was going down to break it up, someone having told him what was up.

"When the crap shooters saw him coming they broke and ran in all directions, and the cop only got one of them, a fellow named Willie Smith, who was known as 'Cotton.' There was a dollar or so on the ground which the negroes left behind them, and the cop gathered this up and started back to the road with the prisoner. He had left his machine standing in the road only a few hundred yards away from where the crowd had been. I and a couple of other fellows were in the road and saw all that happened.

"Coming back to the road the officer and his prisoner had to crawl through a barbed wire fence. The negro started through first, the officer holding on to him and following. The negro was almost through when the officer was half way, and the former suddenly broke away and ran. When he got out to the road he grabbed the cop's machine and tried to start it, but he did not know how to release the compression and the wheels slid as he tried to push it.

"As the fellow was doing this the cop drew his gun and fired. At the first shot the negro was hit, but dropped the machine and started to run. The cop fired again and this time the bullet hit the fellow in the head and he dropped, dead as a stone. There were only two shots fired and both of them hit the mark. We were not in the line of fire at any time. The papers said that the negro drew a gun when he broke away and tried to shoot, but we didn't see him do it and no one picked up any gun around there.

"Motorcycling down here is certainly growing popular very fast. You see them

everywhere and the agents are selling machines every day. The sport ought to take, for they have the finest roads in the South around here, and the climate just now is ideal, just like what they have in the North in the spring, when everyone gets spring riding fever."

#### Wise Once More Heads Touring Club.

At the regular meeting of the original Motorcycle Touring Club of New York on the 6th inst., the following officers were elected for the coming year: Dr. F. J. Wise, president; J. J. O'Connor, vice-president; G. A. Ashley, secretary; F. J. Dreier, Jr., treasurer; Stanley B. Thorpe, captain; John Siemsen, first lieutenant; Sam Levin, second lieutenant; trustees, M. E. Toepel, R. J. Meiklejohn and A. M. McIntyre; chairman of the house committee, Charles E. Fleming. The contest committee submitted a draft of the entry blank for the cup trio-trials which was approved and ordered printed. The prize committee submitted designs for the medals that will be awarded in the cup trials and a design was approved. The cups already have been purchased.

#### Klages Must Serve His Six Months.

By way of teaching a salutary lesson to the offender, and at the same time impressing on motorcyclists in general the fact that the competition committee will not permit trifling or let down easy those who attempt it, Chairman Thornley this week denied the application of Arthur C. Klages of Long Island City, N. Y., for reinstatement. It will be remembered that on December 3 Klages was suspended for six months for making an alleged confession that he pedaled on a hill climb in a quarterly trial and afterward denying having made such an admission. Chairman Thornley says that Klages is going to remain suspended for the full term of six months, which will expire June 3.

#### Collins Quits as a Coast Referee.

W. G. Collins, of San Francisco, Cal., who has been acting as an F. A. M. referee and personal representative of Chairman Thornley on the Pacific Coast, has resigned. Collins's resignation is entirely voluntary, and Chairman Thornley is loth to accept it, for the Californian has done good work; but now that the Oakland motordrome is completed, Collins desires to take up racing again, which is but natural, as the track is right in the heart of his bailiwick. It is obvious that he could not race and act as referee too. Chairman Thornley is looking for a good man to take Collins's place.

#### Hanna Becomes Commissioner for Florida.

Joseph D. Hanna has succeeded Y. Yerkees as F. A. M. state commissioner for Florida. Hanna's address is Box 231, Tampa, where he is connected with the Tampa police force.



**ADEE AGAIN AT HEAD OF N. C. A.**

**Vice-President Mihlon Only Exception to Re-Election Rule—Anti-Teaming Program Discussed at Annual Meeting.**

Veteran Daniel M. Adee, of New York City, was re-elected president of the National Cycling Association, the governing body in this country, at the annual election of officers, which was part of the business transacted at the 13th annual meeting of the organization at the Hotel Bartholdi, New York City, on Tuesday night, 7th inst. The other officers elected were the following: Frank Mihlon, Newark, N. J., first vice-president; P. T. Powers, Jersey City, N. J., second vice-president; R. A. Van Dyke, New York City, secretary; R. F. Kelsey, New York City, treasurer. The only change is in the office of first vice-president, Frank Mihlon succeeding C. B. Bloemecke of Newark.

The various boards are made up of the following: Board of Control—R. F. Kelsey, chairman; District A, Howard G. Reynolds, Boston, Mass.; District B, Louis Debo, Buffalo, N. Y., succeeding Dai H. Lewis; District C, C. R. Klosterman. Board of Appeals—N. E. Turgeon, Buffalo, N. Y., chairman; C. B. Bloemecke, Newark, N. J.; R. G. Betts, New York City; A. G. Batchelder, New York City; S. A. Miles, Chicago, Ill.; Dr. C. G. Plummer. The only change in this board is that of C. B. Bloemecke, who succeeds M. L. Bridgman, of New York City.

Representatives were present from the following tracks and organizations: Newark Velodrome; Revere Beach track, Boston; Melrose track, Providence; Lighthouse track, New Haven; Salt Palace, Salt Lake City; Fiesta Park, Los Angeles; Baltimore; 65th and 74th Regiment A. A., Buffalo, N. Y., and the Century Road Club Association, New York City. While as yet there is no track in Baltimore, the franchise has been awarded and the outlook for a track is good.

After the annual reports of the officers had been read and the general situation reviewed, the association took up the question of teaming, against which it will take a decided stand this year. One of the suggestions offered to put a stop to teaming was to have an N. C. A. referee follow the racing circuit and officiate at all meets, his expenses, of course, to be borne by the track managers. The six day situation also came in for attention, and hereafter an official N. C. A. referee will be present at all six day races to keep the riders under control and put a stop to the scandals that have characterized past six day grinds.

It is expected that the new Newark Velodrome will open early in April. The Revere track at Boston is in bad shape and needs resurfacing at the least. It is by no

means improbable that it will be wholly rebuilt. The marked increase in flat floor racing that has taken place this winter is indicative of renewed public interest in cycling. While the indoor "circuit" is limited to the armory meets at Buffalo, Brooklyn and New York, a considerable number of races have been held and have proved very exciting. Another unusual occurrence that presages a good year for the sport is the rush to file applications for sanctions and dates for notable road events, seven such already having been granted by Chairman Kelsey.

**Sanborn is Prize Baltimore Centurian.**

Frederick M. Sanborn is the winner of the 1910 century-mileage contest of the Crescent Bicycle Club, of Baltimore, Md., according to the final report of the competition. During the year Sanborn rode 5,493 miles and 13 centuries. The total mileage reported in the contest was 26,175 miles and 56 centuries. The club's century mileage contest for 1911 began at the first of this year and will continue until December 31, 1911. As in last year's contest, three medals are offered for the best scores.

**New England Gets New York Charter.**

The New England Wheelmen, of New York City, have received their charter as an incorporated club, the official document from the secretary of state at Albany bearing the date of February 6. The officers of the club, recently elected, are as follows: Clarence B. Ruch, president; A. Russell Cooley, vice-president; B. Glemba, treasurer; Henry Kest, secretary; Howard W. Zarr and John B. Hawkins, directors with the foregoing officers; Joseph Kopsky, captain; George Polacsy, first lieutenant, and Henry Kelly, second lieutenant.

**TANDEM—ING IN NEW MEXICO.**

A 75 mile trip made on an Indian.

**EMPLOYEES' TRIBUTE TO COL. POPE**

**Pause in Midst of Pleasure to Honor Late Employer—Incident of Entertainment in Hartford.**

Chief of the features of the 14th annual concert and dance given by the Pope Company Mutual Benefit Association at Foot Guard Hall, Hartford, Conn., on the 4th inst., was "The Cycle March," a grand march dedicated to Colonel Albert A. Pope, the founder of the company, who himself used to take a great interest in the association and who on many occasions traveled a great distance to be present at its anniversaries. Although worked out for the first time, "The Cycle March" was entirely successful.

There were about 300 couples in line. After marching around the hall they divided into a diamond movement with the women on one side and the men on the other. Then the diamond was plotted by couples. Upon the conclusion of this figure, to the men in line were given Pope banners, having a white ground with the name in blue on them. The company then formed into files of four persons each and began to revolve in the center of the floor. Twenty men seized the rim of a Pope tire, and then they began winding up the crowd. By the time they had finished, there were 20 spokes with a radius of three by four persons. The formation was stopped and the men instructed to cross banners by twos and move around until they came to their partners again, the women remaining motionless. The moving circular columns of men, bearing the Pope pennants aloft, presented an attractive spectacle and resembled, as intended by the creator of the dance, the revolution of a Pope bicycle wheel, ornate with bunting. The wheel was then disassembled and the spokes, in twelve joints, marched toward the stage with the prompter ahead, trudging the hub of the whole machine, ready to form a lancers.

While the wheel stood assembled, M. F. Conway, the prompter, asked a silent tribute to the memory of their great friend, Colonel Pope, who had always insisted on being with his employes at this annual gathering and leading the grand march.

**Empire City's Card Year's First Race.**

Unless some other organization steps in and goes them one better with an earlier date, the Empire City Wheelmen, Brooklyn, N. Y., will fire the opening gun of the outdoor cycling season in the metropolis with a 15 mile open handicap road race on Sunday, May 7. It will be held at Floral Park, L. I. In the matter of prizes the Empires are going strong, with 15 place and ten time prizes. Each prize list will be headed by a high grade bicycle.



## TORONTO IS NOW WELL STARTED

**Motorcycling in Canadian Capital Received Its Boost From a Clergyman—Sport that Stimulated It.**

Toronto, Ont., Feb. 9.—The present boom in motorcycling now being felt in Toronto is "blamed on" a clergyman, the Reverend J. D. Morrow, of the Dale Presbyterian Church. An old bicycle enthusiast started the game in the Canadian city by introducing a French machine of the early type on the streets there about six years ago, but the motorcycle idea never really caught until the Reverend Morrow, who now holds the exalted position of honorary president of the Toronto Motorcycle Club, rode into town on his 5 horsepower "Red Devil" (Indian) in the spring of 1908. Before this date the sport was not very popular for the simple reason that breakdowns were too liable to occur, but with the perfecting of the machines, the Toronto public has gained the necessary confidence.

Four years ago three motorists created the Toronto Motorcycle Club. They were W. Greenwood, Wilf. Madigan and Jack Wills. Greenwood had the agency for the Browns and sold quite a number, especially in 1907 and 1908. Manufacturers were quick to see the field, and it was not long before other makes began to be seen, so that in the spring of 1910 the club could boast of 20 riding members. Last summer, however, motorcycling jumped to the forefront with leaps and bounds, and today the membership roll of the organization includes almost 75 red-hot, rapid-fire enthusiasts. This, too, in spite of the fact that the fee has been doubled. New and handsome club quarters have been secured, but the accommodation has already been found to be inadequate, and it would not be surprising if a movement were started to get a real club house with a garage attached.

The turning point in the club's history occurred last fall, when a monster meet was planned and held on the half mile dirt track at Toronto. Six thousand people attended that meet, and the thrills of the day gave the citizens enough to talk about for weeks afterward.

A membership of 150 is expected this year. There are now about 200 machines in Toronto, and most of the owners will fall in line, especially as it is intended to hold a reliability run, hill-climb or race meet every week of the summer months.

A suggestion has been made to the city council that a by-law be passed whereby every man who is found with his cut-out open shall be liable to a fine. The T. M. C. C. members are in favor of this, as they consider that the suppression of noise is boosting the game.

The officers of the club elected for the ensuing year at the annual meeting held recently are as follows: Rev. J. D. Morrow, honorary president; Jack Gibson, president; Bill Self, vice-president, and Tom Anderson, secretary-treasurer.

### Indians in Paint Ride Motorcycles.

One of the features of an automobile parade held recently in San Francisco, Cal., to advertise the Hayes Valley carnival on Washington's Birthday, was a tribe of ten Indians bedecked in war paint, feathers and buckskin and riding, not ponies but Indian motorcycles fitted with free engine clutches. Numerous halts along the line of march brought out convincingly the advantages of the clutch for congested traffic work. The redskins had their mounts out again in another automobile parade on the 27th ult., advertising the new motordrome, and the strange sight of Indians riding Indians provoked considerable comment of the rapid passing of the horse, once the red man's best friend.

### Fined for Breaking an Invalid Law.

For running his motorcycle at a speed faster than six miles an hour, William Barklund was arrested at Fresno, Cal., in accordance with a local ordinance and fined \$10. Barklund paid the fine. During the trial of this case Police Judge Briggs decided that automobile and motorcycle regulations are separate, notwithstanding the fact that the same court a few weeks previous decided that the city ordinance governing the speed of automobiles conflicted with the state law, and the Fresno law was therefore invalid.

### Big Race Meet Planned for Dubuque.

Provided the track can be secured for that date, the Dubuque (Ia.) Motorcycle

Club plans to hold a big racemeet at Nutwood Park on May 28, and to import several riders of national renown for the occasion. The club, which was but recently organized, is showing unusual activity and will take a prominent part in all motorcycle events throughout the Middle West this season. Its president, Julien Simplot, also is president of the recently formed Illinois-Iowa Motorcycle Association, that has several big inter-state events up its sleeve for this summer, including a big endurance run and race meet on the Elgin circuit.

### Providence Club Picks Banquet Date.

Now that President Frank E. Domina and B. A. Swenson, treasurer and general booster, have returned from their European sojourns the Providence (R. I.) Motorcycle Club will renew its activities. The annual election of officers and annual banquet will be held in Verdandi Hall on Sunday, 26th inst. These functions usually occur in January, but this year they were postponed owing to the absence of the two globe trotters, who are considerable pumpkins in the club. Some lively "doings" are promised at the banquet and acceptances are coming in strong.

### Willing Rider for Money Mileage.

With becoming modesty a British motorcyclist writes to one of the trade journals that he is willing to undertake the task of riding a motorcycle 50,000 miles in a year for a guaranteed salary and expenses. It now is in order for some ambitious rider in this country to go him one better by offering to do the same thing in return for a free machine. He might make expenses and a salary by peddling accessories for dealers and giving Barney Oldfield exhibitions.

## EVANSVILLE'S CLAN EXCELSIOR ON DRY LAND.



After being photographed on out-of-town journeys, Excelsior riders in Evansville, Ind., decided to have an Evansville background. On October 19 they lined up at First avenue and Penn street.



## DE ROSIER AND HIS WOODCHUCK

His Unexpected Trophy in an Endurance Contest—How It Was Turned Into Advertising Advantage.

Hunting with motorcycles has ceased to excite much comment, for it is no longer unusual to see a motorcyclist or two with gun slung over the shoulder, starting off for game. Neither is it unusual to see them come back with strings of quail, duck or partridge slung across their machines. In fact, the motorcycle lends itself quite readily to hunting, for it enables the hunter to go to and from the game preserves in a short time and without physical effort, as well as acting as a transport for whatever small game may be bagged. It is rare, indeed, however, that a motorcyclist, unarmed and competing in a road contest, brings down any game with his machine and comes into town with it slung over his shoulder. There is at least one known case of the sort.

"Ever hear of the time Jake DeRosier (there is only one such, so it is unnecessary to dilate on his doings) brought down a woodchuck with his machine and without a gun at that?" inquired a long wheelbase individual after the meeting had adjourned and the members were preparing to go home.

"Oh, I suppose as soon as he caught sight of it he cut loose and burned up the road until he overhauled the critter and then ran it down," remarked one chubby chap facetiously.

"Or maybe the dust he raised caused it to suffocate," offered another cynical fellow.

"Jake threw a monkey wrench or a spark plug at the 'chuck and cracked its head," ventured a third member.

"All wrong," said the reminiscent one; "but if you will keep quiet for a few minutes I will tell you a true story of how it happened."

"A true story!" chuckled several with wide grins. "How many versions of it have you got, any way, and do you tell a different one every time you relate it?"

"Wait a second," interrupted another; "will you guarantee this yarn to be true before you spin it?"

"Any fabrications that within one year from date are proven to be such will be replaced with bigger ones," answered the story teller. "Now be still."

"It was this way," he began. "Back in 1905 the F. A. M. national endurance run was held from New York to Waltham, Mass., and Jake was one of those who rode in it. I believe it was the only one in which he ever participated. Anyway, this happened up near Shrewsbury, well along in the afternoon when Jake and several others were hiking along at a pretty good

clip. This does not mean that they were making or breaking any world's records, for if they had been it is likely that there would have been no woodchuck part to the yarn—beg pardon; story, I mean.

"Suddenly a black bushy thing scooted across the road as several of the fellows were strung out in single file. The critter happened to want to get across the road and used bad judgment by making the break just as the riders were passing. Even at that, I guess none of them would have bothered with him but he didn't look where he was going or else he was too scared, for anyway he butted his head slam into the right pedal of Jake's machine, which happened to be occupying that particular spot on the woodchuck's course at the time.

"Jake had seen the critter coming, and when he felt the shock he thought he must have run over it with the back wheel. To those behind it seemed as though the woodchuck had dived right between Jake's wheels. But at any rate, after he struck he bounded back and lay in the road, and when Jake looked back and saw him he decided to stop and see what it was. So back Jake went, and he picked up the 'chuck, which was dead. It had rammed its face again the sharp edge of the toeclip and rat trap pedal, and these had acted as a miniature guillotine for the 'chuck's head was split nearly in two by the blow. It is no wonder it killed him.

"Jake decided that he would carry him along to Waltham as a trophy, so he produced a strap and slung the woodchuck over his back. When the boys reached Waltham there was a big crowd on hand to welcome them, but none received more notice than Jake with his woodchuck slung over his shoulder. What did he do with it? I heard that Jake gave it to the local agent of the machine he rode, and that the latter hung it up in his store with a card on it reading: 'This woodchuck was run down and killed by Jake DeRosier on an \_\_\_\_\_. It takes an \_\_\_\_\_ to catch woodchucks. Woodchucks are fast, but the \_\_\_\_\_ are faster.' Ask Jake about it some time. Maybe he can tell you just what became of that 'chuck."

## TWISTED TRADE TERMS.



You couldn't guess this one. Yet it's easy—"Grab Connection."

## SOME DOG-GONE GOOD STORIES

Related by a Motorcyclist with a Reputation for Veracity—What Happened to Canines and the Man.

"Speaking of dogs," broke in the old timer, following remarks provoked by the entrance of a rider looking somewhat mussed up as the result of a mix-up with a canine. "I'll never forget my first experience with a dog, in my early motorcycle days. I began on one of those French gigs," he went on, "that had a storage battery or accumulator for sparking, instead of the usual dry cells. The wet cell certainly gave a hot spark when it was fresh and strong, but it had several disadvantages in other respects, one of which I am going to tell about.

"I was chugging up a hill one day on my way home, when a pesky little kiyute ran out and commenced to ki-yi at me. I just kept going and incidentally tried to get close enough to give him a good kick, but he was wise and stayed in front of the front wheel. I tried all sorts of ways to trap him between the machine and the curb—it happened in the city by the way—but the brute was too wary to be caught that way.

"He had my nerves on edge by his persistence in keeping just far enough in front to be safe and to keep yelping at me. The machine was only 1½ horsepower, so I couldn't open the throttle and shake him. People on the street were beginning to take notice of the comedy and some stopped and smiled. This did not tend to make me feel any better. Finally, however, the pup got careless or something, for all of a sudden I felt the front wheel climbing up his back and he let out an extra sharp squeal. He struggled mightily to get free, and you just can bet that the front wheel was doing some fancy steps with that slippery fury under it.

"All of a sudden he wrenched himself out from under so suddenly that he yanked the wheel around, and down I went with the machine on top of me. To make matters worse, a lad on a bicycle who was tacking on behind was taken by surprise and crashed into me and he came down on top. Meanwhile the cause of it all scampered away after the mischief was done. You must remember that this all happened much quicker than it takes to tell it. Neither myself nor the fellow on the bicycle was hurt, so we picked ourselves up and took a look at our machines. Incidentally, I asked him why he didn't look where he was going, and he said that it had happened so quickly that he did not have time to turn out.

"There was a wet spot on the asphalt when I picked my machine up and it was



not gasoline, either. Can any of you guess what it was? To save time I'll tell you. That pesky storage battery had been cracked by the fall and the acid had leaked out. It had saturated the leather case that the cell was packed in, and some of it had soaked into my clothes.

"I looked things over, and as nothing else seemed to be wrong I got on the machine and started down hill. All of the juice had not run out of the battery and the engine fired all right, so I rode home. That acid soaking into my clothes did not feel very comfortable, so I changed them, but already the stuff had commenced to get in its work. I hung the damp clothes out in the warm sun to dry, and later when I took them in I felt of the places where the acid had landed. The fabric simply crumbled away, leaving ragged holes, as though someone had emptied a shot gun into the clothes.

"It did the same thing to my underwear and stung a bit when it touched the flesh, but did not leave any scar, for I got busy with witchhazel and rubbed the spots good as soon as I got home. And that leather bag! It simply was eaten up by the acid, for when it dried out you could tear it with ease. That was my first motorcycle experience with a dog. Of course, I've had many others since and a few spills, too, but none like the first one, either in manner or outcome.

"Another funny one I remember happened about three years ago. I, along with a companion, was approaching a low wooden covered bridge on the outskirts of a small town. The road was narrow and on the sides were steep embankments with fences to prevent your sliding down. A big team with a load of hay was coming over the bridge and reached the end nearest us at the same time that we did. There was room for us to squeeze by in single file without dismounting, and I took the lead. Just a few yards before reaching the bridge the road pitched upward in a bit of a sharp grade, and I rushed it.

"Just as I reached the top of the grade and my front wheel was touching the floor of the bridge a big Newfoundland dog that had been behind the wagon jumped out directly in front of me. With the wall of the bridge on my right and the wagon on my left and just room enough in the space between for me to squeeze through there was nothing to do but go straight ahead. So I opened the throttle full and held tight, fully expecting to be tossed headlong when I struck the dog.

"Imagine my surprise when instead I found the machine hurdling over him in clean style. I hit that dog broadside on and knocked him over and rode clean over him. I guess he was as much surprised as I was, if not more so. It must have taken the wind out of him, for he never gave a yelp, but got up very slowly and hobbled after the team, the crew of which shouted at us, but we paid no attention and kept

on. To this day I don't understand how I ever rode over such a big brute without taking a spill.

"It has been my experience," he concluded, "and I think that most of you will agree with me, that the little dogs are the worst enemies of motorcyclists. They usually make a dive for a machine the minute they see it, while the big dogs as a rule barely notice a motorcycle even if the muffler is open."

#### England's Quarterly Trial Not Hard.

Notwithstanding the fact that the trade declined to support it, having previously passed resolutions to that effect on the ground that the trials no longer are of any value from the trade standpoint, the first of the Auto-Cycle Union of England's 1911 quarterly trials, on the 28th ult., by no means was a puny affair, 65 of the 66 entrants starting. Thirty of the contestants made clean scores, 29 were penalized and six failed to finish. Among the 30 who came through perfect was V. Wilberforce, a private owner riding a 5 horsepower Indian, the only machine of that make entered. The course was 128 miles in length, starting and finishing at Croydon, and included two severe test hills. The trial was held under cloudless skies, being favored with the best weather that ever has prevailed during a quarterly trial. At times the sun shone so brilliantly as to cause uncomfortable warmth. There were a great many hills on the course and the two-speed machines, of which there were quite a few, kept their low gears in commission a good deal of the time. Few of the contestants failed on any of the hills and the level portions of the course were quite good, although there were numerous greasy spots that called for caution. The

chief causes of penalization were belt troubles, choked or broken gasoline pipes and falls. One rider was penalized for stopping to get warm, despite the very mild weather. The contest was said to be the most successful quarterly trial that the A. C. U. ever has held. Public interest in the trial was greater than ever before. The second quarterly is scheduled for April.

#### Three More Clubs in F. A. M. Fold.

Three more clubs, recently formed, have become affiliated with the Federation of American Motorcyclists. The Harrisburg Motorcycle Club, of Harrisburg, Pa., came in the fold on January 27, with affiliation No. 73. G. F. Hewitt, 234 Maclay street, is the secretary. The South Side Motorcycle Club, of St. Louis, Mo., of which state commission C. B. Cornwell, 1623 South Broadway, is secretary, is No. 74. L. A. Dick and his friends in Canton, Ohio, got a club together in eight days or less, and affiliated it as F. A. M. No. 75.

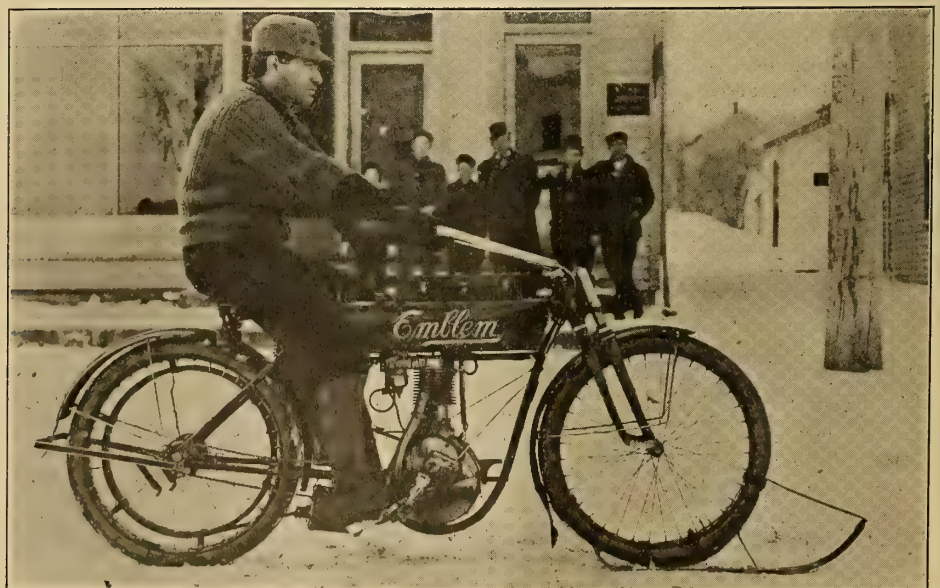
#### F. A. M. Gains 1,000 in Four Months.

During the four months from October 1, 1910, to February 3, 1911, the F. A. M. gained 1,000 members, the total membership on the latter date being 6,000, according to Secretary Gibson. As this healthy increase was made during the winter when motorcycling is to a great extent a club room and fireside sport, he looks for a big boom when the actual riding season is on.

#### Motorcycles at Newark's Show.

Dealers in motorcycles and accessories have been assigned a special section on the main floor of the Newark (N. J.) Automobile Show, to be held in the First Regiment Armory, February 18-25. Nine exhibitors have already taken space.

#### SIMPLE SNOW RUNNER FOR A MOTORCYCLE.



In upper New York state they know what snow is, and an Emblem rider in Angola has fitted a front wheel runner, as shown. It prevents side-slip or sinking.



**HAMBURG RACE A "ROUGH HOUSE"**

**Spectators "Mob" the Leaders, Rules Violated and Finally the Promoters Disappear with Gate Receipts.**

As had been freely predicted before the Hamburg six day race, January 14-20, started, there were plenty of troubles for the riders taking part in it. Although it was said at the beginning that the prizes and a guarantee had been deposited with the town officials, this appears to have been a mere "idle dream," for not only were the guarantees not forthcoming, but the prizes failed to materialize, the promoters, Uhlig and Bremer, having disappeared shortly before the finish of the race. They took with them the box office receipts amounting to about \$16,000, leaving only about \$250 to be divided among the winners, who were to have received about \$2,000 and who had been able to collect from day to day an aggregate amount of less than \$750. Three days after the finish of the race, the promoters were petitioned into involuntary bankruptcy by the irate rider-creditors and there is some hope that under the strict bankruptcy laws of Germany these creditors may receive at least a major part of their claims. The whole outcome of the race, of course, gives the German "Rad Welt" an opportunity to gleefully exclaim "I told you so!", for long before the race this paper had warned all participants not to ride unless guarantees and prizes were deposited before the start with the officials of the V. D. R. or the police officials of the city of Hamburg.

From the racing point of view this first "offense" of the Hamburg velodrome—it was the first six day race ever attempted in the big Hansa city—was a farce, interspersed with the most disgraceful attempts of the attending hoodlums of the town to interfere with impartial management; the continued hooting of the best team, which near the end caused their withdrawal in disgust, although four laps in the lead and being sure winners; numerous accidents, some of them resulting in rather serious injuries to several riders; the absolute inexperience of all participants in six day racing—an inexperience which, without the help and coaching of Rutt, Stol and Hoffman, who attended the riders, would have broken up the race before the end of the second day—all combined to make every one glad that the ordeal was over. How wonderful this grind must have seemed to the experienced eyes of Rutt may be gleaned from a few incidents, taken at random from the great number of happenings:

Before the end of the second day the leading team was three laps ahead of the favorites and subsequent winners (the Suter Brothers), while the fourth team was fully ten laps behind the leaders. At the

end of the 69th hour the standing of the teams was as follows: Demke-Lorenz, 1,850.9 kilometers; Suter Bros., 4 laps behind; Przyrembel-Marx, 5 laps; Ruediger-Althoff, 13 laps; Schulze-Rosenlocher, 16 laps, and Tacke-Ockert, 29 laps. Imagine a New York six-day race where the teams are placed so far apart! Twenty-nine laps to the rear is some distance to make up!

The promoters seemed to realize that special attractions were needed to keep the interest of the spectators, and every evening Walter Rutt rode sprint matches and pursuit races against Theile or Stellbrinck, which, as might be expected, always ended with an easy victory for the famous six-day rider. During the next two days kaleidoscopic changes took place; teams



dropped out and formed new combinations until only the two leading teams were the same that had started; three and even four laps were won in one long sprint by single riders over the totally exhausted field, only to be lost half an hour later when the reliefs of two or three teams appeared at the field simultaneously. Reliefs were made without regard to the rules which demand that partners come side by side before the relieved one is permitted to drop out, and the referees were kept busy all the time ringing the bell for violations of rules, spills, unfair crowding and stalling, etc. The leading team, which happened to hail from Berlin—a fact which is against anyone in Hamburg—so far outclassed its opponents that the latter had no chance to gain one of the many laps lost, and as soon as the public began to realize this it started to pelt the Berlin team with old newspapers, dirt and everything handy, until the leaders withdrew in disgust, protesting vigorously against such treatment. All in all the first Hamburg six day race was one long to be remembered by those who took part in it, and by those who had occasion to view it.

**MORAN AND DE MARA OFF COLOR**

**Americans Perform Indifferently in Paris Six Days Race—Frenchmen Bombard Moran with Programs.**

Despite all the advertising that Moran and DeMara got on their arrival in Paris, they failed to win the six hour race which was held at the Velodrome d'Hiver, January 22, cable reports of which were published last week. Sixteen teams of two members each took part in the race, the rules as to relieving and lap gaining being almost the same as those in force during six day races, with the exception that a puncture was not accepted as an excuse for losing a lap, the partner in such a case being expected to be at hand and ready to come to his comrade's relief. This serves to explain the tremendous loss of laps recorded in such a short race.

The team Dupuy and Lapize was the first to suffer under this rule, for the race barely had started when Dupuy's tire punctured and before Lapize could catch the speeding field he and his partner were lapped. The comparatively short duration of the race, and the good condition of the contestants caused the pace to become extremely fast, practically consisting of continued sprints which in turn were responsible for an excessive number of punctures. Moran punctured a tire within the first ten kilometers, but owing to the fact that his partner, Brocco, was just about to relieve him anyway, the team did not lose any laps, as Brocco succeeded in pulling up to the flying field. During this wild ride of about twenty laps Jacquard and Polledri were lapped. The first ten kilometers were covered in 14:37. At the end of the first hour 13 teams were tied for first place, with a distance of 40.100 kilometers. The end of the second hour saw several changes in the field; only 11 remained tied for first with 79 kilometers each.

Brocco started a terrific sprint and alone and unaided came within a few yards of lapping the field, but Moran who came to relieve him was unable to fight off the attacks of the field and lost the advantage gained. This failure on the part of Moran to live up to his reputation brought forth a veritable bombardment of programs and old newspapers from the fickle French fans; but the excitable natives soon found something else to occupy their minds. Rousseau and Michaud, ably assisted by their partners, Charron and Carapezzi, took advantage of a puncture that Dupuy suffered when attempting to steal a lap. These two cracks were close at his heels, and made an attempt at larceny on their part which was crowned with success. The end of the third hour saw these two teams in the lead with 119 kilometers; nine others



were tied for second place with one lap less; and three others two laps behind. The two last teams were practically out of the race, being six and 12 laps behind, respectively. The fourth hour was the lull before the storm, the 16 teams pedaling along at a rapid rate, watching out for attempts at lap stealing. No changes in the order were recorded at this time.

The fifth hour saw a general shake-up. The negro team, Hedspath-Germain, plainly was "all in," and when Brocco attempted to regain the lost lap, they were lapped time and time again. Pouchois, too, who had been riding for a full hour without being relieved by his partner, Georget, could not stand the high speed and was lapped six times in less than 20 minutes, quitting just before the end of the fifth hour. By a sudden and unexpected jump at the very start of the last hour, Wirth and Miquel managed to open a large gap between themselves and the field, and despite heroic efforts on the part of Dupre, Brocco and Rousseau, succeeded with the aid of their partners in gaining the coveted lap, which put them on an even footing with the former leaders. Just as they were caught, Michaud suffered a puncture, and before Carapezzi could come to his aid, lost a round.

At the end of the sixth hour Rosseau-Charron, Miquel-Beyl and Cottrel-Wirth were tied for first with 232.345 kilometers to their credit, finishing in the order named in the special ten lap sprint; seven riders fought for fourth place with the result that Dupre-Doerfflinger won out, Jacquard-Polledri, fifth; Michaud-Carapezzi, sixth; Alavoine-Godivier, seventh; DeMara-Garrigou, eighth; Brocco-Moran, ninth; Jacquelin-Trousselier, tenth; Seigneur-Charpiot, eleventh, and Lapize-Dupuy, twelfth, two laps to the rear; Hedspath-Germain, thirteenth,  $3\frac{1}{2}$  kilometers behind; Cornet-Germain La Fleche, fourteenth,  $8\frac{1}{4}$  kilometers; Ruinard-Leonard, fifteenth, 28 kilometers; and sixteenth, Georget-Pouchois, who gave up after covering a little over 193 kilometers.

Over 20,000 persons paid admission to see the big race and the scenes within the velodrome were similar to those at Madison Square Garden during critical periods. The whole meet was a huge success and will soon be repeated.

#### Naval Militia Programs Bicycle Races.

Two open bicycle races are on the card for the athletic meet of the Second Division, Naval Militia, C. N. G., Hartford, Conn., at the state armory on Tuesday night, 21st inst. The events are scheduled to go one and two miles respectively.

#### Three Indoor Events in Buffalo Armory.

Three bicycle events are announced for the 65th Regiment Armory indoor games, Buffalo, N. Y., Friday evening, March 3. They are a mile novice, two mile handicap and a one and one-half mile lap race.

## WHAT A PUNCTURE COST A RAILROAD

### It Forced Cyclist to Hire a Cab and Ligation Followed—Court Says Railroad Got Off Cheaply.

An interesting court action growing out of damage to a bicycle which the owner had checked at the luggage room of the London and Northwestern railroad and which was delivered to him with a punctured tire, recently was decided in favor of the plaintiff with costs, by an English court who tried the case. The owner of the bicycle, a clerk, checked it at the luggage room, and when he called for it the following day, immediately after receiving it he found the rear tire punctured in two places. Unable to ride the machine he hired a cab to go home and brought suit against the railroad company to recover the hire of the cab, about \$2. The company fought the case, although the court remarked that it would have been better wisdom to have paid the claim and closed the incident. The plaintiff established the fact that the machine was in good order when delivered to the company, and also brought out the fact that it was buried among a lot of luggage when he called for it and that it required five minutes to get it free of the other merchandise. Counsel for the defense contended that the fact that the machine was damaged while in the possession of the company did not constitute neglect on its part and that it was up to the plaintiff to prove that there was evidence of neglect. He did not think that the fact that the tire was punctured when the plaintiff called for the machine constituted evidence of neglect. Upon a point taken by the defendant the court agreed that the plaintiff had not made out a technically correct claim, but nevertheless he had acted reasonably in the matter, in not going to a hotel and charging that expense against the company. In rendering a decision for the plaintiff the court remarked that it had been the privilege of the plaintiff to make a heavier claim for remuneration.

#### Rutt Heads the German Coin-Collectors.

Rich money rewards have been won by the top notch racing men on German tracks of late, according to statistics compiled by German bicycling periodicals, giving the earnings of several of the better known professional sprinters and stayers on German tracks only. The list contains some names familiar to the American bicycle fan. Among them are: Walter Rutt, who in 1910 accumulated \$5,000 in German prizes; Henry Meyer, \$2,000; Otto Mayer, \$1,200; Thorwald Ellgaard, \$5,000; Poulain, \$1,450; John Stol, \$1,300. For the five years 1906-1910, inclusive, Thaddeus Robl leads the German contingent with \$50,000;

Paul Guignard the French riders with \$42,000; Arthur Vanderstuyft the Dutch with \$27,000, and Bobby Walthour the Americans with \$19,000. Walter Rutt, who only in the last couple of years has been permitted to ride in Germany, has made \$14,450; while Henry Mayer and Otto Mayer made about \$6,000 each.

#### Lockhart Leads the Courier Mile Hunters.

The Courier Cycle Club, of New York City, which has its headquarters at 1058 First avenue, has completed its mileage and century report for the year 1910, and Thomas Lockhart heads the club list, both in mileage and in the number of centuries ridden. The official results are as follows:

	Miles	Cent.	Pts.
1 Thomas Lockhart	7,635	16	92
2 Otto Meisezahl	6,200	15	76
3 Arthur Wolfsohn	6,473	7	71
4 Alfred Ellinger	6,142	8	69
5 Wesley Fryxell	6,499	0	64
6 August Anderson	5,635	7	63
7 Charles Anderson	5,191	9	60
8 Al Gommel	5,208	7	59
9 Jack Stutz	4,160	0	41
10 Herman Komerack	3,060	4	34
11 Paul Prokop	2,868	2	30
12 Jacob Heidrich	2,651	2	28
13 Tony Mula	2,304	1	24
14 Frank Lazarus	1,976	1	20
15 C. Bergenstein, Jr.	1,438	1	15
16 J. J. Wolfer	1,265	2	14
17 Peter Lockhart	1,147	2	13
18 Wm. Finkstadt	814	1	9
19 Al Hasmer	742	1	7
20 T. Fahrenbacker	422	0	4
21 Val Muller	342	0	3
22 Al Hauber	208	1	3
23 J. Young	142	0	1
Totals	72,422	87	801

#### Passing of Another Pioneer Cyclist.

Dr. George M. Marsden, of Red Bank, N. J., one of the pioneer cyclists of that section, is dead. He received national newspaper notice in the late '70's by responding to an emergency call on his bicycle, saving the patient's life by the margin of time gained by using the bicycle instead of hitching up a horse and buggy as other doctors would have done.

#### More Sport for the Flat Floor Racers.

Two bicycle events—a one mile open and a two miles handicap—are scheduled for the next indoor athletic meet at the 74th Regiment armory, Buffalo, N. Y., February 25. The management announces its intention to make this the banner event of the season. Entry blanks will be sent to any address on application to Fred Vokes, care the armory.

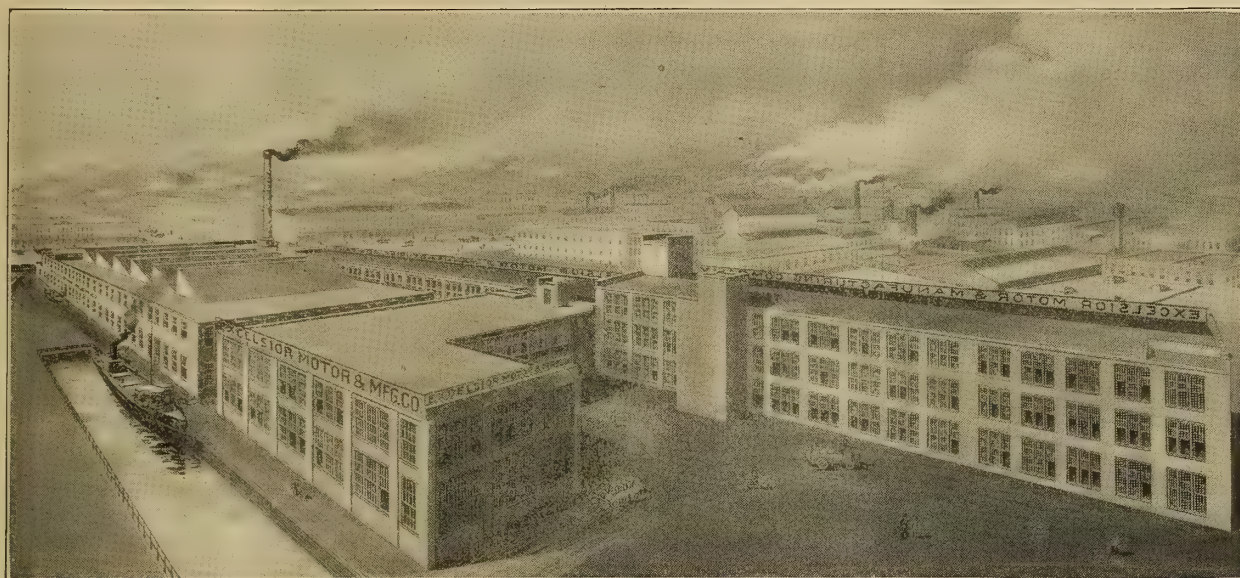
#### Courier Club Chooses New Officers.

The Courier Cycle Club of New York City has held its annual election of officers with the following result: Al. Gommel, president; Aug. Anderson, vice-president; Arthur Wolfsohn, secretary; Sol. Lazarus, treasurer; Thos. Lockhart, centurion; Otto Meisezahl, captain; Tony Mula, lieutenant. All are re-elections.



# The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

# EXCELSIOR LAUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

## EXCELSIOR SUPERIORITY

Three models for 1911 — two Singles and a Twin. All described in Catalog C-11. Write for it today.

**EXCELSIOR SUPPLY COMPANY**  
400 W. Randolph Street CHICAGO, ILLINOIS

San Francisco Branch—361-363 Golden Gate Ave.  
Eastern Representative—STANLEY T. KELLOGG, 169 Beechwood Ave., Bridgeport, Conn.



### Four New Motorcycle Clubs Formed.

Sixteen motorcyclists of Freeport, Ill., met at Bossmeyer's bicycle shop on the 28th ult. and organized the Freeport Motorcycle Club with the following officers: Ed Popp, president; C. A. Frank, vice-president; C. L. Bossmeyer, secretary; William Royer, treasurer. Owing to the unavoidable absence of some of those riders who had signified their intention of joining the club, the offices of captain, first and second lieutenants were left open and will be filled later. The launching of the club was marked by a considerable show of enthusiasm, and all the riders in the vicinity are expected to join before the season opens. Affiliation with the F. A. M. is contemplated later.

East York, Pa., which is a suburb of York, is filled with pride over the organization of a motorcycle club in its midst. The organization, which styles itself the East End Motorcycle Association, has elected the following officers: Henry Abel, president; Henry Malehorn, secretary; Howard Lookingbill, treasurer; George Rudy, inspector of machines; Norman Armer, manager of uniforms. The club will meet in Miller hall. Plans for several 200 miles runs during the coming season are being talked over and the association is anxious to hear from other clubs that desire to co-operate with it in runs.

Motorcyclists of Waterloo, Ia., have or-

ganized the Waterloo Motorcycle Club with the following officers: Clint Hayes, president; Ray Pratt, vice-president; Steve Brown, secretary and treasurer. A majority of the local riders are members of the new club and it is expected that when it begins to do things that the others will want to come in. It was decided to defer the drawing up of a constitution and by-laws until later.

## NAME PLATES

Only Good Ones

THE CHANDLER CO., Springfield, Mass.



## LITTLE DAISY REPAIR TOOL

Quickest method known for repairing punctures. Write for prices and full description.

Franklin Cycle & Supply Co., Columbus, Ohio

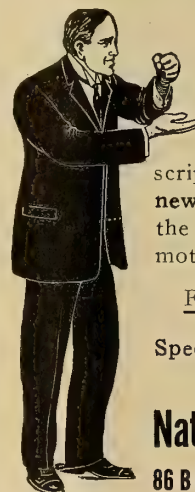
## 1911 Proposition on Bicycles and Bicycle Tires Now Ready

Write for Prices

SIDNEY B. ROBY CO.

Rochester, N. Y.

At an enthusiastic meeting of 25 local motorcyclists at the store of Bathrick & Palmer last week, the Elkhart (Ind.) Motorcycle Club was organized with the following officers: Charles Weatherhead, president; Eugene Dinehart, vice-president; Fred Personett, secretary; Fred Palmer, treasurer. A contest schedule of runs and race meets is being arranged and steps will be taken to affiliate with the F. A. M.



Our 1911 Illustrated Catalogue contains descriptions and prices of many new specialties that add to the style and comfort of motorcyclists.

FREE ON REQUEST

Special quotations to jobbers and dealers.

Nathan Novelty Mfg. Co.

86 B Reade St.

NEW YORK



## DOUBLE CERTIFICATES—TIP TOP OFFER ON NEVERLEAK

Ask your jobber about the double value "Tip Top" offer on Neverleak Tire Fluid. A lower price. Twice as many certificates. You're actually losing money and trade if you don't learn all about it and the increased business it means for YOU.

And such a list of valuable premiums—real quality gifts, from fountain pens to gold watches. So, for increased sales, increased profits, more certificates and a better selection of premiums, ask your jobber about the double value "Tip Top" offer on Neverleak.

BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.



## Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

**"Toledo"** Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our HYGIENIC SPRING SEAT POST FOR JUVENILES?

It is a great talking point for dealers. *But write for catalog today and investigate.*

The Toledo Metal Wheel Co., Toledo, Ohio

New York Office and Salesroom—381-383 Broadway, Cor. White St



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

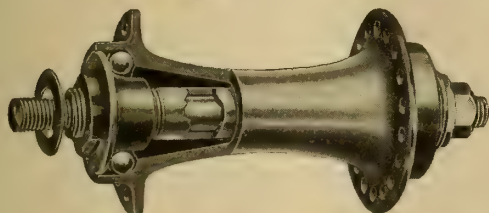
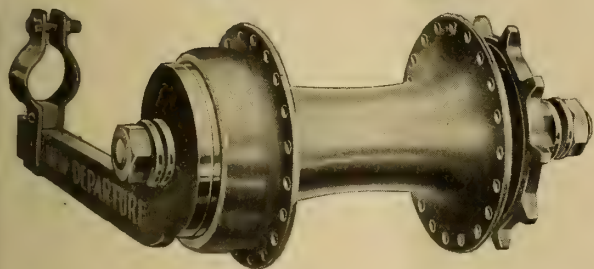
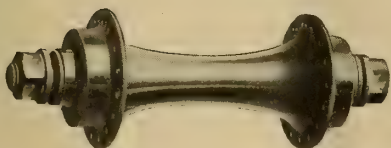
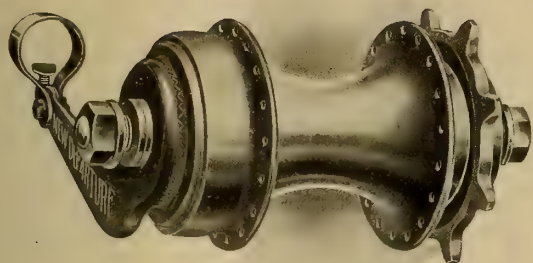
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

**NEW DEPARTURE BUSINESS BUILDING SELLING HELPS**—We not only supply you with cycle sundries of excellent reputation and sterling merit, but we work with you by supplying the most extensive assortment of advertising matter, including lithographed comic booklets, attractively printed folders, and a number of different novelty signs, etc., etc., bearing your imprint and carefully written to bring you good business. If you have not already asked for a supply of this advertising matter for 1911, do not fail to write us at once and we can ship it to you free, transportation prepaid, for the opening of the season.

New catalog on request

## THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut

Coaster Brake Licensors





## LET THIS LETTER HELP YOU DECIDE:

Blasdel, N. Y., February 3, 1911.

EMBLEM MFG. CO., Angola, N. Y.

Gentlemen:—I am pleased to advise you that I rode my Emblem twin motorcycle 5640 miles during the past season, and the entire cost for parts during the season was \$2.50 replacing a broken crank which was broken by a fall, and not the fault of the original crank.

I have just taken apart the entire machine to have you refinish same, and it is most gratifying to find that the ball bearings of my engine are in as good a condition today as they were when first put in the engine.

The wearing parts of the machine are in splendid condition, none showing any particular amount of wear; you will kindly re-nickel the bright parts, re-enamel frame, forks and tank, and put my machine together, using all of the present parts, and when same is done I will have a machine equally as good if not better than what it was when I purchased it.

I simply tell you of these facts, for my Emblem twin motorcycle is certainly giving the very best of satisfaction; it has been ridden long and it has been ridden hard, and when a concern will manufacture motorcycles that will prove as satisfactory as yours has done, I am pleased to acknowledge my approval of same.

Yours truly,  
GEORGE C. UGGLA.

Emblem motorcycles are supplied in 4 horsepower and 5 horsepower singles and 7 horsepower twins. With the variety of options afforded, there are a full fifteen models. Flat or V belt; battery or magneto, or both; ball bearing motor; spring-suspended seat post; internal triangular frame reinforcement, and a host of other good features combine to make the Emblem just suit you.

There are EMBLEM bicycles, too.

**Emblem Manufacturing Co.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.

## that spring

will bring perfect comfort to every man who rides a Motor Bicycle fitted with the

## **BROOKS** —the original and **only genuine** **compound spring** **SADDLE**

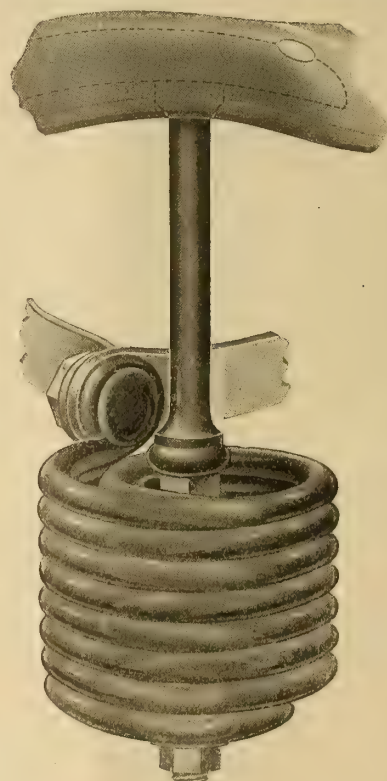
In that Saddle only can it be embodied.

Remember that and—if you have not actually experienced its merits—put it to the test—

Then you will see the wisdom of making the BROOKS a standard fitment on every Motor Bicycle you sell.

Sole Agents for Motor Saddles—THE HENDEE MFG. CO., Springfield, Mass.  
Sole Agents for Cycle Saddles—BROWN BROS., Ltd., 22-34 Gt. Eastern St., London, E. C.

**J. B. BROOKS & CO., Ltd.**  
73 Criterion Works      Birmingham, Eng.





# Goodyear Dealers Make Good With Their Patrons!

Every one of the Goodyear dealers—in all parts of the country—are making good with their customers and with themselves.

The best advertisement in the world for any business is a pleased customer. That is one of the advantages in selling your customers Goodyear tires—this tire always makes good.

Goodyear tires are the fastest selling tires in the world.

Everywhere they have taken bicycle riders by storm. Their sterling quality appeals to every thinking man.

## The Goodyear Pathfinder Non-Skid, Extra Heavy Bicycle Tire

is especially adapted for the hardest kinds of service. It is built to withstand the severe strain that a tire must meet in Messenger service or Police, Post Office and Collector's duty.

### THE PATHFINDER

Non-Skid, Extra Heavy,  
Single Tube  
BICYCLE TIRE



*"The Tire That Can't Slip."*

The non-skid feature we point to with especial pride. There is nothing that can be torn loose because this feature is built in—it is a part of the tire itself.

This reinforcement increases the life of the tire greatly.

The tread grips the road and prevents slipping, even on an icy street. There is no other tire that can equal its performance on a wet or slippery pavement.

This tire is constructed with infinite care throughout, from the choice of the world's best material.

Only the best Para rubber—fresh from the trees—is used in the manufacture of these tires.

We could buy rubber reclaimed from the junk pile for but 10 cents a pound.

But none but the best is good enough for Goodyear tires.

Please notice also the reinforced tread on this great tire. Notice that there are two extra layers of a specially woven Egyptian fabric.

A strip one inch wide has a tensile strength of 150 pounds, while that of the ordinary muslin used by most manufacturers is but 40 to 60 pounds.

Another feature of this great tire is its marvelous resiliency—the tire yields and springs in your hands. Yet there never was a tougher cover.

Why don't you join our great Goodyear family of dealers? Be one of them.

Just drop us a line asking us to tell you just what there is in it for you. Better write today.

**THE GOODYEAR TIRE & RUBBER CO.** Moal Street  
Akron, Ohio

Branches and Agencies in All Principal Cities

[217]



## THE SPRING FRAME

# N. S. U.

makes all roads featherbed roads—  
Our exclusive construction absorbs  
shocks and vibrations, eliminating  
entirely all tendency to bounce—  
your steering is sure—your back  
wheel never swerves—consequently  
you're safer and more comfortable  
on the N. S. U.

*Let us send you our liter-  
ature about the best buy.*

**N. S. U. MOTOR COMPANY**  
206 West 76th Street      New York City



**Just as comfortable as  
sailing on a pair of wings!  
Riders of**

**THE FLYING MERKEL**

are not jarred, bumped and shaken to pieces, because  
it's "the only machine with a Spring Frame and Spring  
Fork," a device that makes the roughest roads seem  
smooth. Plenty of speed, too, as proved by our 1910  
racing records.

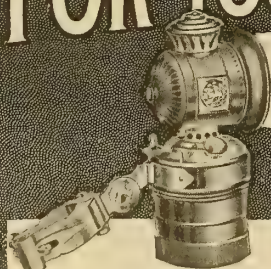
*Send for "Catalog 'D'"*

**Merkel-Light Motor Co.**  
POTTSTOWN, PENNSYLVANIA  
MEMBERS OF M.M.A.

Chicago Branch, 2127 Michigan Avenue  
Distributors for Northern California, Geo. A. Faulkner, Oakland  
For Southern California, Automotor Equip. Co., Los Angeles

## FOR YOUR BICYCLE

# "SEARCH- LIGHT"



**This is the Best Bicycle  
Lamp on the Market.**

We've been building this lamp since the inception of  
the automobile. It has years of experience back of it.  
It has always been considered best and always will be.  
The

## "SEARCH - LIGHT"

(Burns Gas)

Made by Bridgeport Brass Co.

Is absolutely gas tight. You can't jar it out. Throws  
strong, powerful beam of light. No tools necessary to  
operate the "Search-Light." It has universal bracket—  
can be attached to head or fork.

If you're a dealer—better keep a full stock of "Search-  
Light" lamps on hand.

**BRIDGEPORT BRASS COMPANY**  
116 Crescent Ave.      BRIDGEPORT, CONN.

## "The A B C of Electricity"

will aid you in understanding  
many things about ignition  
that may now seem hard of  
understanding. Price, 50c.

**BICYCLING WORLD COMPANY**  
154 NASSAU STREET, NEW YORK

## "OLD SOL"

Light about 100 c. p.  
Burns about 6 hours.

Will withstand the  
most severe motorcycle  
service.

Has sifting carbide  
chamber and will fit  
every motorcycle.

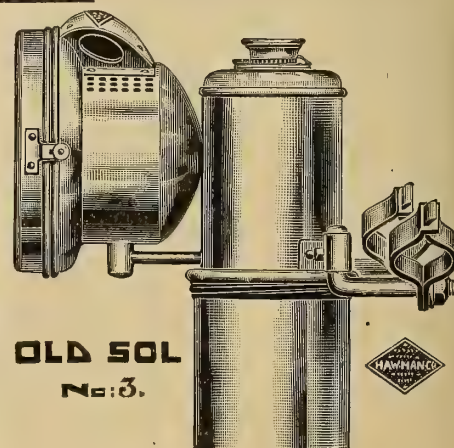
We are making de-  
liveries.

Price of lamp.....\$4.00

Price of brackets.. 1.00

**Hawthorne Mfg. Co., Inc.**

20 Spruce St.,  
BRIDGEPORT, CONN.



**OLD SOL**

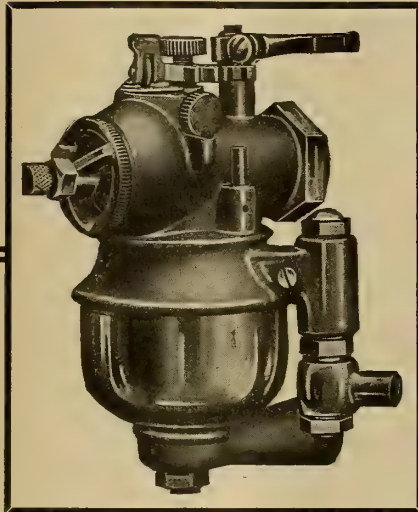
No. 3.



Here is the carbureter  
that is "right"—

# HEITGER

Glass or Brass Bowl



Without choking or flooding at any point, the HEITGER gives a free-flow and perfect mixture to the engine at every speed from 3 to 75 miles per hour. It weighs only 20 ounces, being made of special aluminum alloy, nickel plated. So carefully and scientifically is every part made, that there is no leaking or binding float valves, air valves or other troubles common to other carbureters.. Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Every HEITGER guaranteed. Either type gives the maximum and the minimum of speed, on an economical fuel consumption. List price of the HEITGER carbureter without fittings is \$10.50. Ask for a catalog.

The HEITGER is being used as equipment on Merkel-Light, Emblem, R-S, New Era, Marvel, Armac, Wagner and a number of the newer machines.

We can make prompt deliveries.

**HEITGER CARBURETER CO.**  
218 W. South ST., INDIANAPOLIS, IND.

## Bicycle and Motorcycle Parts

MAIN FRAME TUBE  
HANDLE BAR TUBE  
PULLEY RIMS  
MUD GUARDS  
FORK SIDES  
STAND LEGS  
FORKS  
STAYS  
RIMS

### SEAMLESS STEEL TUBING

is used exclusively in the manufacture of our bent parts and frame tube. These are **made by men who know how** and who have gained that knowledge thru **years of experience.**

**Manufactured** by the electric welding method **in the factory** of the **pioneers and masters** of the **process.**

**THE STANDARD WELDING CO.**  
CLEVELAND

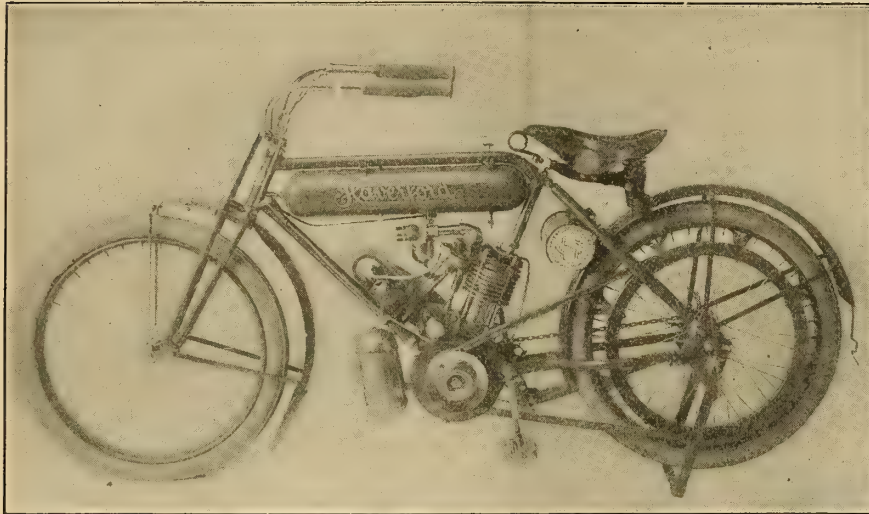
CHICAGO

DETROIT

NEW YORK



# The Haverford



## Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
 427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.  
 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

### Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

**\$185**

includes:

Bosch Magneto  
 Schebler Carburetor  
 4 Horsepower Engine

**\$150**

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

**1911 Models Now Ready**

## We have something good to show you in CONTINENTAL Motorcycle and Bicycle Tires and Tubes

and in CONTINENTAL-ERIE Auto Tubes and Sundries. You have a special invitation and a special reason to communicate with us if you buy, sell or use tires or tubes, as the 1911 Continental product and prices are mighty interesting.

WE GIVE THE JOBBERS ABSOLUTE PROTECTION

**CONTINENTAL RUBBER WORKS, Erie, Pa.**

New York Branch — 43 Murray Street

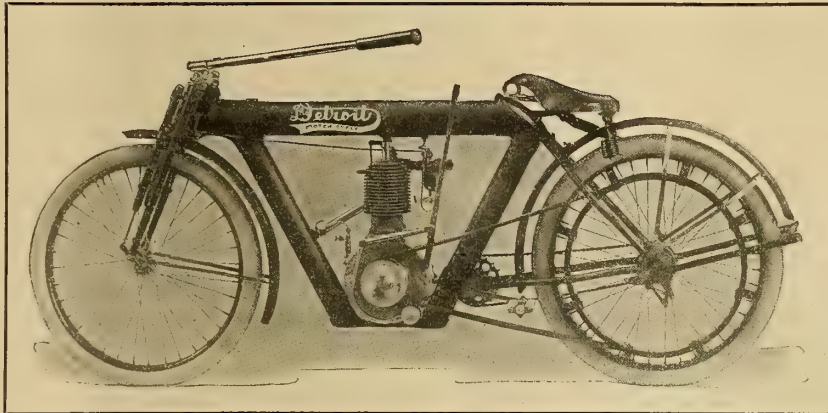




## EDITORIAL COMMENT:

**"Simply Remarkable, and Remarkably Simple!"**

"It is entirely within plain fact to say that this new machine, singularly free from outward trappings, will be unusually attract-



ive to the prospective buyer and need only make good to be a fine seller. It may be said to be simply remarkable and remarkably simple."



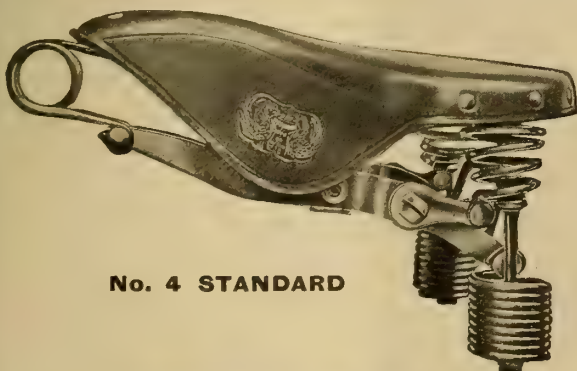
**DETROIT MOTORCYCLE CO., Detroit, Mich.**

## Best Evidence of Superiority of MESINGER MOTORCYCLE SADDLES

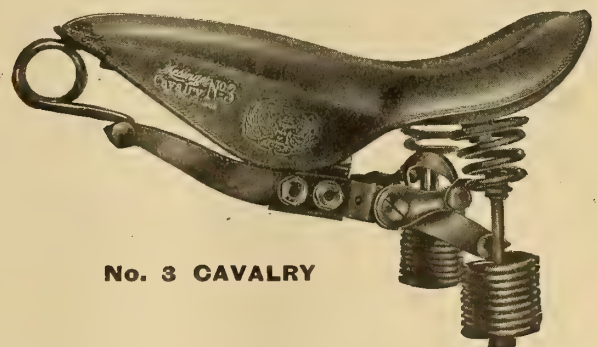
### List of Manufacturers using Mesinger Saddles for the season 1911:

C. V. S. .... Optional  
Emblem .... Part Equipment  
Excelsior .... Optional  
Flying Merkel .... Standard Equipment  
Harley-Davidson .... Part Equipment  
Hendee Mfg. Co. (Indian) .... Standard Equipment  
American Motor Co. (M. & M.) .... Standard Equipment  
Marvel Motorcycle Co. .... Standard Equipment

Minneapolis Motorcycle Co. .... Part Equipment  
N. S. U. .... Part Equipment  
Peugeot .... Standard Equipment  
Pierce Cycle Co. .... Standard Equipment  
Miami Cycle & Mfg. Co. (Racycle) .... Part Equipment  
Reading Standard Co. (R-S) .... Part Equipment  
Reliance Motorcycle Co. .... Standard Equipment  
Wagner Motorcycle Co. .... Part Equipment



**No. 4 STANDARD**



**No. 3 CAVALRY**

**"ASK THE  
RIDER AND  
WATCH HIM  
RIDING"**



**The Fibre Friction Shock Absorber, a distinct feature on all Mesinger Motorcycle Saddles.**

**H. & F. MESINGER MANUFACTURING CO., 1801-1807 First Ave., NEW YORK**



# FISK

## CLINCHER

## BICYCLE TIRE



### A Popular Addition to Our Line

IT is Fisk High Grade Construction—made for those who are looking for mileage.

IT has a new and effective Corrugated Tread and is furnished with our

**Pure Gum Bicycle Tube.**

THIS tire has already been selected as equipment by makers of high grade bicycles.

**THE FISK RUBBER COMPANY**  
Department E                      CHICOPEE FALLS, MASS.

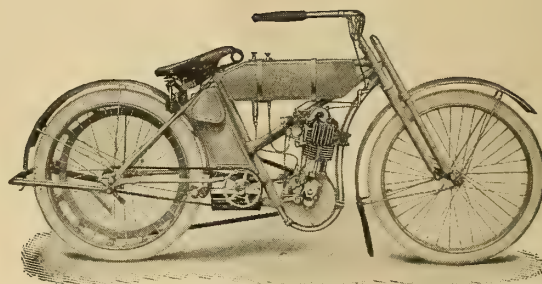
*Twenty-three Direct Factory Branches*

# Wagner

## MOTOR CYCLES

## "4" - "11"

## MODELS



Battery or Magneto, "V"  
Rubber or Leather Belt,  
or Flat Belt and Idler.

**"The Machine That Has  
Made Them All Talk"**

**1911 Catalog Ready  
Immediate Deliveries**

**Wagner Motorcycle Co.**  
ST. PAUL, MINN.





## How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

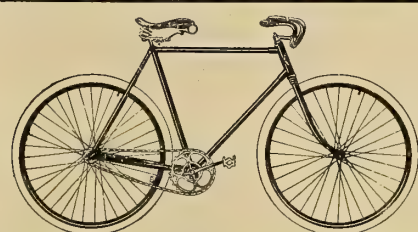


#### The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,  
219 Clinton Ave., Newark, N. J.

We also make Yale Motorcycles, Hussey Handle Bars  
and Drop Forgings of every description.



## More Victories for PIERCE Bicycles!

New York 1910 6-day race won by Root and Moran, on the Pierce.

Recent Boston 6-day race also won on Pierce Racers.

**Frank L. Kramer, National Champion, has won ten consecutive championships, always mounted on the Pierce.**

**Best on Road or Track  
Go Faster—Last Longer**

BICYCLE CATALOG "B" ON REQUEST

**THE PIERCE CYCLE COMPANY, Buffalo, New York**

Pacific Coast Branch, Oakland, Cal.

## PIERCE Vibrationless Motorcycles

**Single and  
Four Cylinder  
Models**

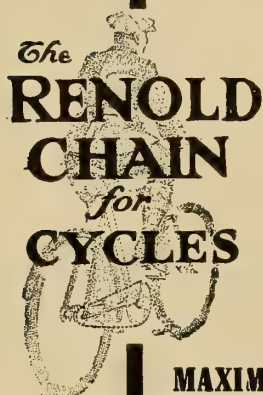
Surpass all competition in  
Power, Smooth, Quiet  
Running, Hill Climbing,  
Simplicity and Durability.

Our complete motorcycle catalog  
"A" should be read by every  
motorcyclist.



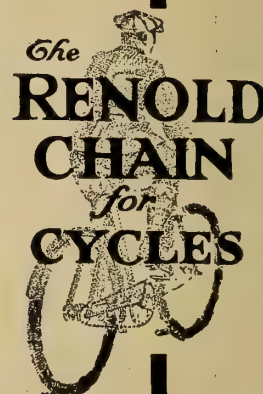
# RENOLD CHAINS

and high grade wheels are inseparables



The highest standard is only reached in a cycle when every part or fitment is of the finest quality obtainable. That is why the Renold Chain cannot be overlooked by either the cyclist who seeks the best wheel, or the manufacturer who desires to supply him with it.

The chain is such a vital part of a cycle. It transmits the motive power and on its quality depends the manner in which the riders efforts are answered. Strength, quality of running, and length of useful life are the deciding factors in the choice of a chain. The best attainable expression of them is offered in the Renold Chain which embodies the



**MAXIMUM STRENGTH, THE SWEETEST RUNNING AND THE LONGEST WEAR**

Over 30 British Firms including the makers of the Centaur, Enfield, Humber, James, Raleigh, Rover, Singer, Sunbeam and Triumph have adopted

**RENOLD as a Standard**

Send for Samples, Trade Prices, Etc., to Sole Agents for U. S. A.:

**BROWN BROS , Ltd., 22-34 Gt. Eastern St., London, E. C., England**

# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

**PENNSYLVANIA RUBBER CO., Jeannette, Pa.**



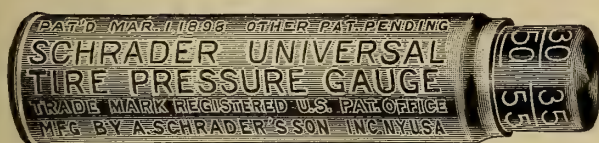
**Motorcyclists and bicyclists should consider the importance of having their tires inflated to the right pressure.**

## **IT IS TIRE ECONOMY AND IT SAVES MONEY**

To know what pressure you have in your tires, use

## **A Schrader Universal Tire Pressure Gauge**

(Trade Mark Registered in U. S. Patent Office)



(Patented March, 1898—Other Patents Pending)

It will tell the exact pressure in your tires at any time, day or night, by simply holding this Gauge to your Valve for a second. Its recording sleeve remains in place, showing the exact pressure in the tire so that the Gauge can be taken anywhere and read, at night to the front of machine into the light of the lamps. After the pressure has been ascertained the Indicating Sleeve can be pushed back into the Gauge with your finger. No catches or snaps to operate or get out of order. This Gauge is 2½ inches long over all, short enough to apply easily to the smallest diameter of wheel and can easily be carried in the vest pocket or the change pocket of your trousers.

**Price \$1.00 Each**

**Ready for Delivery Now**

**Guaranteed Simple and Absolutely Accurate**

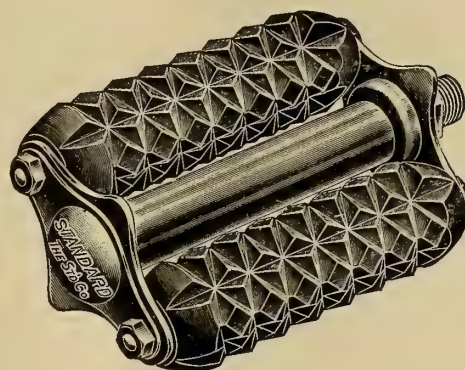
**Indispensable in Tire Repair Shops**

Can be obtained from all tire manufacturers, jobbers and dealers, or

**A. SCHRAMER'S SON, Inc.**  
28-32 Rose Street New York City

Manufacturers of the famous Schrader Universal Valves for Automobile, Motorcycle and Bicycle Tires.

**This is the pedal you want for your motorcycle.**



## **No. 3 STANDARD MOTORCYCLE PEDAL**

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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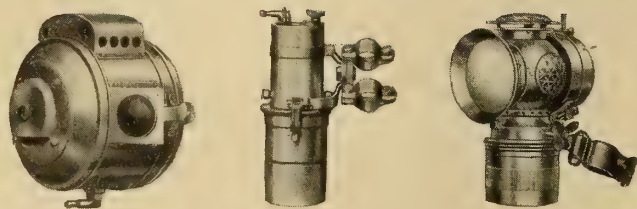
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The first gas lamp for cyclists on the market was a Solar Lamp. Solar Lamps have always led in improvements. They are the most up-to-date lamps sold.

They are heavy-gauge one-piece brass—the strongest lamps made.

Anything that you want in a bicycle lamp can be had in a "Solar."

Have one on your motorcycle or bicycle.

See them at dealers, or write for the catalog.

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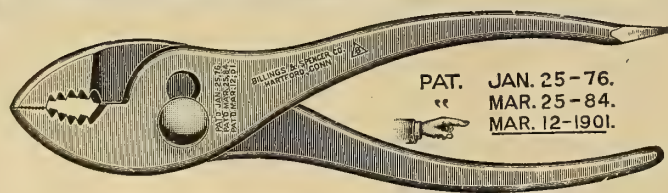
New York City  
(129)

# OUR 1911 CATALOGUE

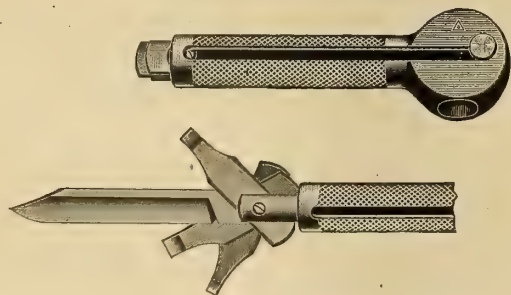
of Bicycle and Motor-  
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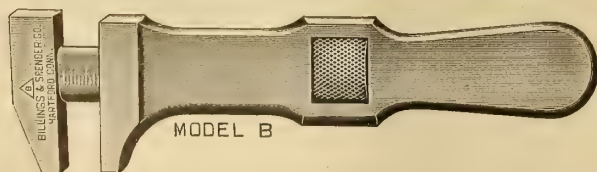
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The B. & S. Patent Combination Knife and Screw Driver and the B. & S. Model B, 5-in. Wrench.



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Permits those changes of position that best  
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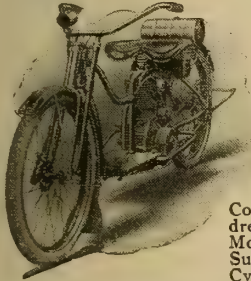
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## HAVE QUALIFIED

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Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



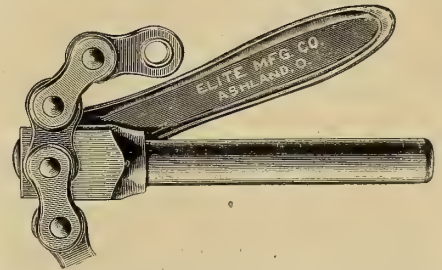
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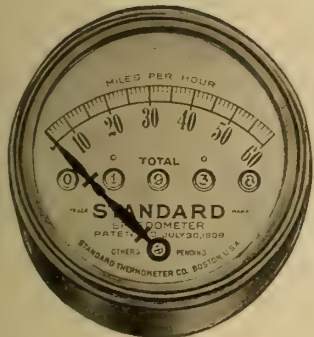
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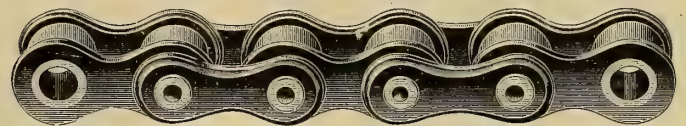
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long ago proved that they have no equals for either

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It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

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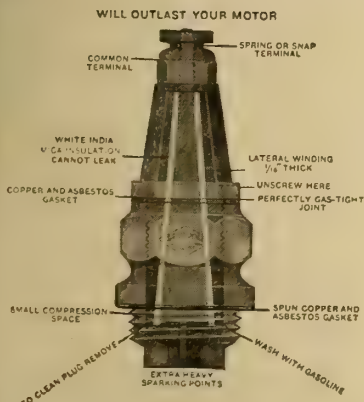
The only Plug on the market made expressly for the motorcycle. A SPLITDORF Plug in your engine means Perfect Ignition for you every day. Insist on a SPLITDORF.

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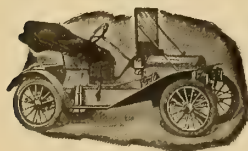
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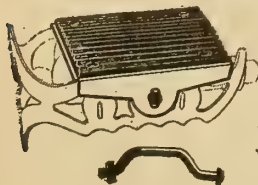
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

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wheels must have  
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There is nothing that gives more value for the  
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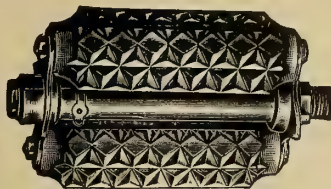


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ORDER THROUGH YOUR JOBBER.

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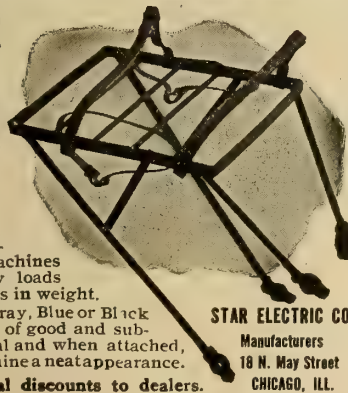
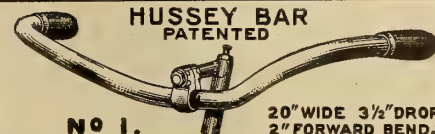
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It can be used  
on most stand-  
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Supplied in Gray, Blue or Black  
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2" FORWARD BEND.  
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They Help You Sell.

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for any MOTORCYCLE—Assures Right of Way

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Nickel plated, \$1.00 extra

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Best bicycle supply house in the East. If your deliveries have been bad, try us.

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—the kind that satisfy

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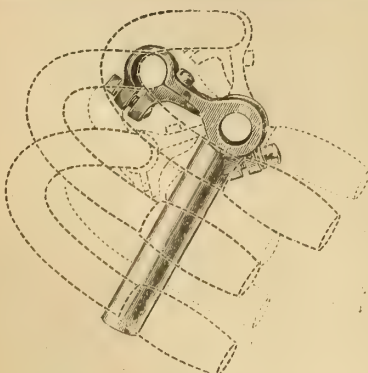
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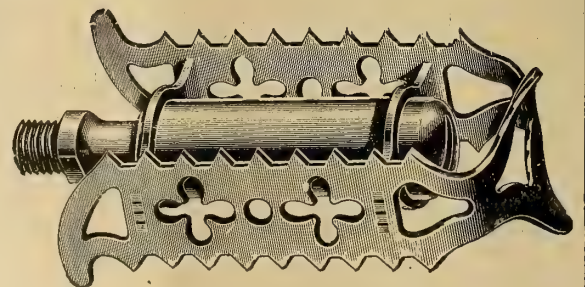
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We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Mud Guards and Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

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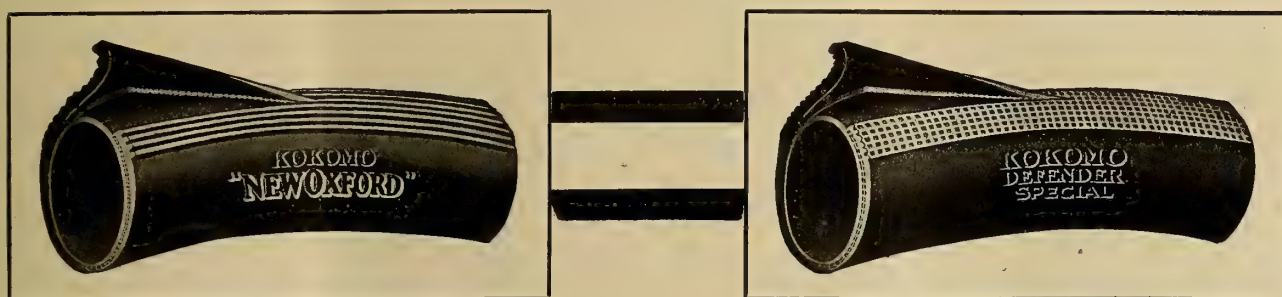
No. 5—MOTORCYCLE PEDAL. RIGID FRAME,  
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Well made, durable and sold at attractive prices.



More, More, More, More,  
More, More, More, More,

# More Kokomo



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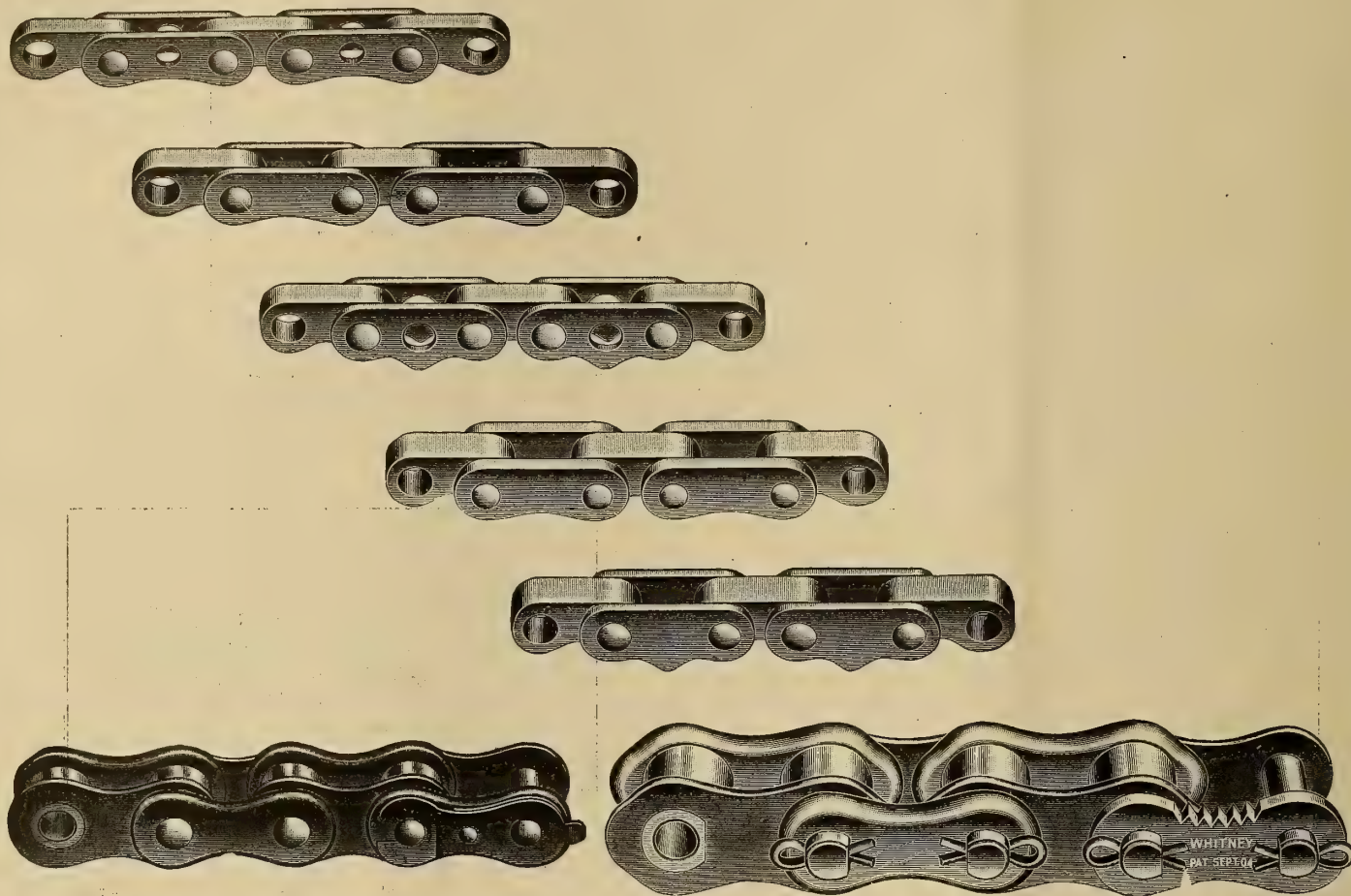
Because they give that genuine Kokomo service and satisfaction that has brought Kokomo Tires to prominence as one of the big factors in the cycle trade.

Are you profiting by what we offer you in Kokomo Tires?

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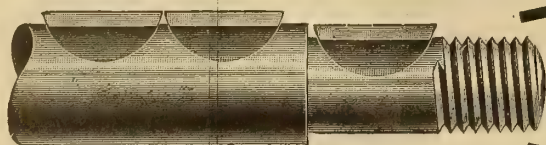


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ROLLER CHAINS—BLOCK CHAINS—QUIET CHAINS—CHAIN BELTS

"Whitney" Chains have stood the severest tests.

The leaders are aware of this fact and are profiting daily by their use.



If you are not taking advantage of the

**Woodruff Patent  
System of Keying**

It will pay you to investigate.

Better results and a great saving in cost.

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# This Should Convince You

of the general approval of

# G&J TIRES

We have just made up our records for 1910 which show the following increases in the sales of our

## MOTORCYCLE TIRES

**Increase 1910 over 1909 = 92½ Per Cent.**

**Increase 1910 over 1908 = 149 Per Cent.**

These figures are actual.

**Every manufacturer who purchased tires from us in 1910 has renewed his contract for 1911.**

**Dealers and users alike are enthusiastic and want nothing better.**

**We thank you gentlemen—we thank you!**

**G&J TIRE Co.**  
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QUALITY

BELT DRIVE FOOT CONTROL  
PROGRESS

FOOT AND COASTER  
BRAKE SAFETY

GRIP CONTROL  
SIMPLICITY

**BUILT  
AND TESTED  
IN THE MOUNTAINS**

SHOCK ABSORB-  
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SILENT  
MUFFLER  
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**THE PERFECT TOURING MACHINE**

FOR AGENCY WRITE TODAY TO  
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# Decisive—Significant

The victory of

# Diamond MOTORCYCLE TIRES

## At the Chicago Show

25 machines exhibited on Diamond motorcycle tires.

19 machines shown on highest competing make.

7 makes of tires divided equipment on 38 other machines.

## And at the Garden Show

Diamond Motorcycle Tires equipped **5 Times as many Machines as in 1910**, confirming motorcyclists' preference for the

## Tire Built Right

The tire that is not an experiment.

The tire that has required no "house cleaning."

Built on automobile tire lines—gives greatest tire mileage.

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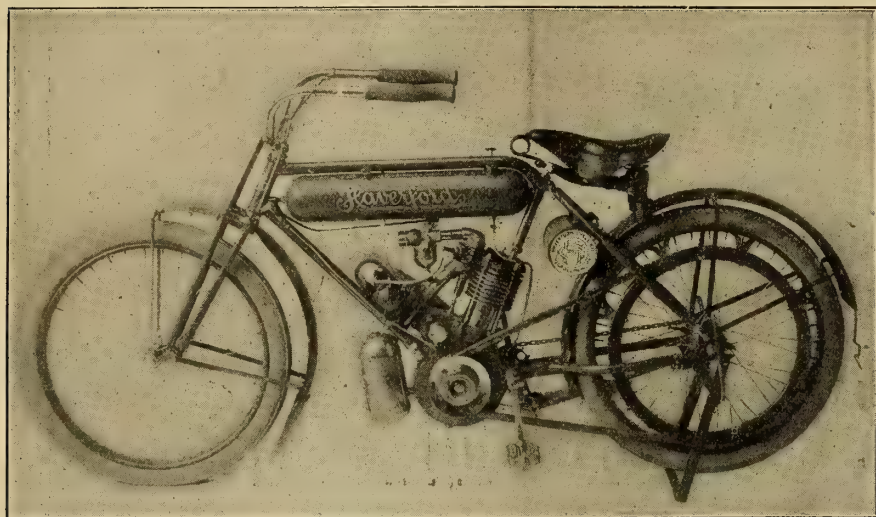
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# The Haverford



## Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

### \$ 1 8 5

includes:

Bosch Magneto  
Schebler Carburetor  
4 Horsepower Engine

\$150

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

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## Motorcycle and Bicycle Tires and Tubes

and in CONTINENTAL-ERIE Auto Tubes and Sundries. You have a special invitation and a special reason to communicate with us if you buy, sell or use tires or tubes, as the 1911 Continental product and prices are mighty interesting.

WE GIVE THE JOBBERS ABSOLUTE PROTECTION

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# Comfort

That's the desire of every man who rides a Motor Bicycle—upon it his pleasure is dependent, and—  
In its attainment nothing will exercise a greater influence than the

## BROOKS—

The original and only genuine  
compound spring saddle

which embodies the springs that absorb vibration within themselves and entirely eliminate all tendency to bounce.

From your own experience you know that such conditions mean luxury awheel—

Hence, keep constantly in mind that the springs responsible therefor can only be obtained in Seat or Saddle which bears our name.

**J. B. BROOKS  
& CO., Ltd.**

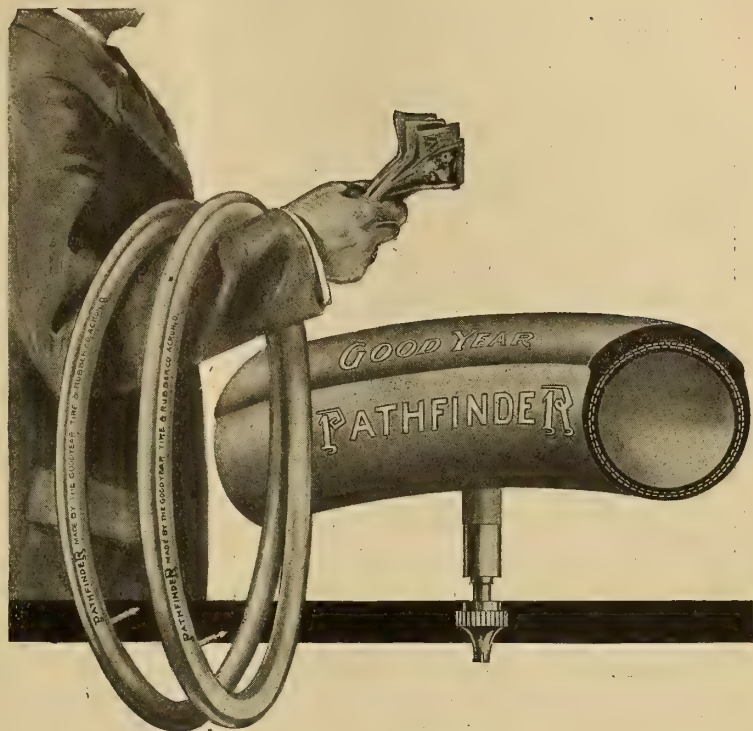
73 Criterion Works  
Birmingham, Eng.

Sole Agents for  
Motor Saddles  
The Hendee Mfg.  
Co., Springfield,  
Mass.

Sole Agents for  
Cycle Saddles  
Brown Bros.  
Ltd., 22-34  
Gt East-  
ern St.,  
London,  
E. C.



The BROOKS  
Compound Spring  
Saddle B 104 P



## You Make More Money on Tires

when your customers save money on tires by buying from you the kind that can be repaired—The Goodyear Pathfinder Single Tube.

Because the Pathfinder pleases your customers and brings them back.

Pleased customers are also the best advertisers in the world. They bring others to you.

There's one secret of the Goodyear Pathfinder's wonderful popularity. It can be repaired either by plugs or vulcanization.

That gives the owner a run for his money.

A different story from that of ordinary tires, many of which will not take repairs at all.

Goodyear Pathfinder Single Tube Tires are made of the finest grade of Para rubber, as nearly pure as possible to put in a bicycle tire to vulcanize properly.

There are cheaper rubbers that would look just as well. We could even take rubber from old worn out tires, overshoes, etc., and make a tire that would

pass muster as far as looks are concerned. But it is service as well as looks that sell the Pathfinder.

The fabric in the famous Goodyear Pathfinder is a special closely woven Egyptian. A strip of this fabric 1 inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

Notice the Pathfinder's cover—you never saw a tougher one. Yet the Pathfinder yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

Many dealers—in all parts of the country—are now doing a big business on the Goodyear Pathfinder. Are you one of these?

Write us and see what there is in it for you. Start a letter today.

**The Goodyear Tire & Rubber Company**  
Moal Street, Akron, Ohio

Branches and Agencies Everywhere.





## How to Satisfy Your Customers and Make Money

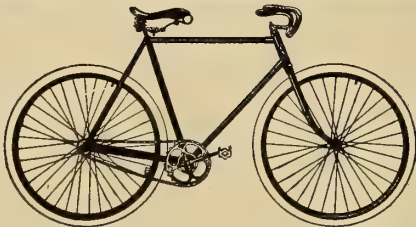


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

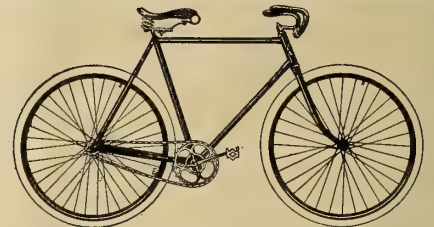


#### The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,  
219 Clinton Ave., Newark, N. J.

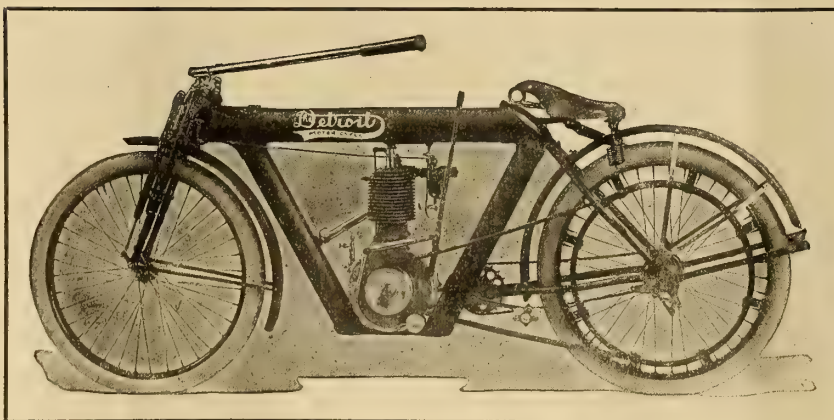
We also make Yale Motorcycles, Hussey Handle Bars  
and Drop Forgings of every description.



#### EDITORIAL COMMENT:

**"Simply Remarkable, and Remarkably Simple!"**

"It is entirely within plain fact to say that this new machine, singularly free from outward trappings, will be unusually attract-



ive to the prospective buyer and need only make good to be a fine seller. It may be said to be simply remarkable and remarkably simple."



**DETROIT MOTORCYCLE CO., Detroit, Mich.**



## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained — not by magneto — but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

### PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co., San

# FISK

## CLINCHER BICYCLE TIRE



## A Popular Addition to Our Line

IT is Fisk High Grade Construction — made for those who are looking for mileage.

IT has a new and effective Corrugated Tread and is furnished with our

**Pure Gum Bicycle Tube.**

THIS tire has already been selected as equipment by makers of high grade bicycles.

## THE FISK RUBBER COMPANY

Department E

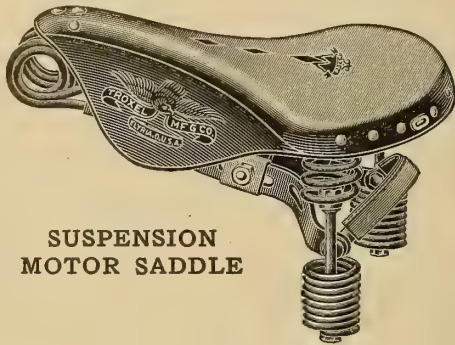
CHICOPEE FALLS, MASS.

*Twenty-three Direct Factory Branches*



# TROXEL SADDLES

are the Saddles that are Built Strong and Tested by Experts.



SUSPENSION  
MOTOR SADDLE

PARTS REPLACED ON  
REQUEST.

WE GUARANTEE THESE  
SADDLES OF QUALITY.



WOODBASE  
MOTOR SADDLE

If you ride a TROXEL you will have the best money can buy.

BE WITH THE LEADERS

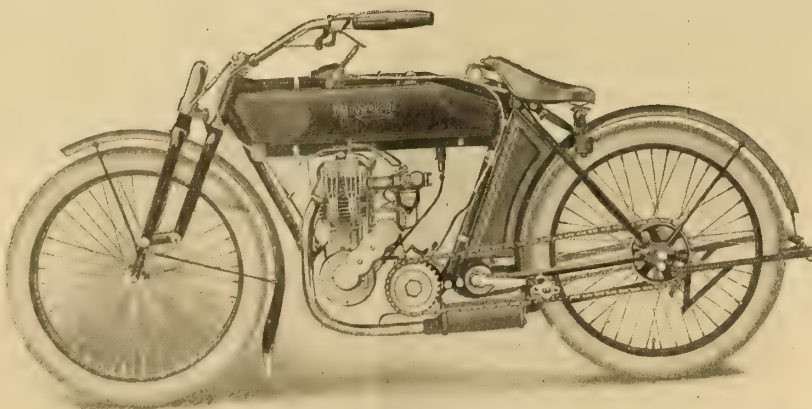
**TROXEL MANUFACTURING CO., Elyria, Ohio**

The  
Splendid

IT'S NEW!  
**Minneapolis**

New Five  
Model "N"

WITH UNIT POWER PLANT



THE KING IS COME! After three years in the works, this big, splendid, original-design 5 Single is on the market. The same effective "Minneapolis" Two-Speed Gear, yet better, combined with a tried and tested multiple disc, all enclosed in the motor base with positive lubrication.

**STRONG FEATURES**—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

**Minneapolis Motorcycle Co.**

517 South 7th Street

Minneapolis, Minn.



# Rambler Bicycles

**Permanent Prosperity in Business**



depends upon giving value received. The days of fancy paint and deceptive nameplates as standing for quality are passing. The public are demanding a fair show for their money—they want real quality—the kind that's beneath as well as on the surface—in short—Rambler quality.

If you are not handling Ramblers let us tell you about their many special and distinctive features not found in the ordinary run of machines—how they are built—the kind of material used—the class of workmanship.

Rambler Bicycles mean permanent prosperity. Send today for catalogue and special dealer's prices and terms.

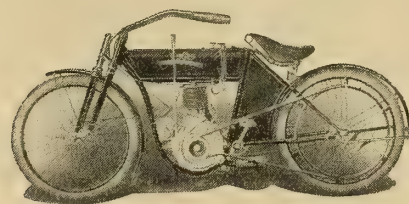
**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**

## EMBLEM

**"A joyous velvet-riding scenery changer"**

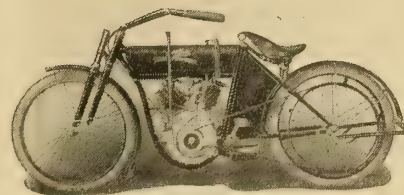
Emblem motorcycles are supplied in 4 horsepower and 5 horsepower singles and 7 horsepower twins. With the variety of options afforded, there are a full fifteen models. Flat or V belt; battery or magneto, or both; ball bearing motor; spring-suspended seat post; internal triangular frame reinforcement, and a host of other good features combine to make the Emblem just suit you.

There are EMBLEM bicycles, too.



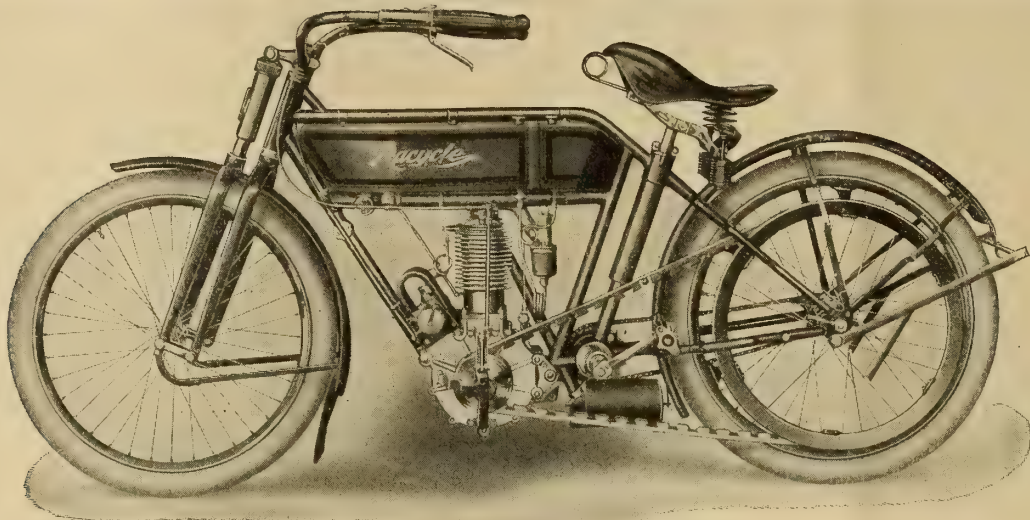
**EMBLEM  
MANUFACTURING CO.  
Angola, Erie County, N. Y.**

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





## Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking  
method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your  
machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or  
cobble-stone pavements

For

**THE**

*Racycle*

Free  
Engine  
Clutch  
or  
Idler

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

**Ball Bearing Motor      Battery or Magneto**

**Musselman Motor Brake**

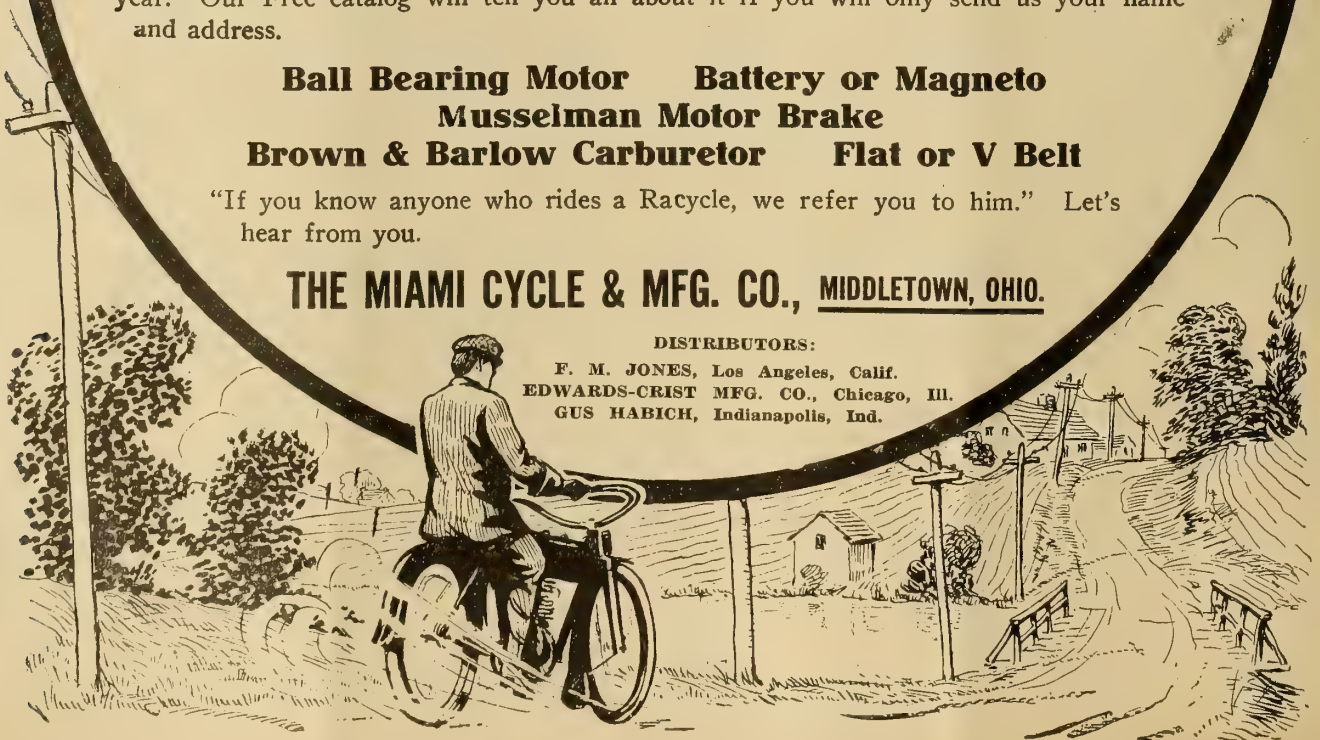
**Brown & Barlow Carburetor      Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

DISTRIBUTORS:

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, February 18, 1911.

No. 22

## U. S. TIRE COMPLETES ITS PLANS

Githens to Manage Motorcycle and Bicycle  
Tire Sales—Conferences of the  
Field Men.

Herbert Githens, sales manager of the G & J Tire Co., Indianapolis, Ind., is to be manager of the motorcycle and bicycle tires sales department of the new United States Tire Co., which is to handle the sales of the tires produced by Morgan & Wright, the G & J Tire Co., the Continental Caoutchouc Co. and the Hartford Rubber Works Co. Githens, who is a bicycle veteran, has built up strong relations with the motorcycle trade in the sale of G & J motorcycle tires, and is also familiar with the needs of the bicycle trade. In the future he will handle Morgan & Wright and Hartford tires as well as G & J.

The new company has completed its organization and puts itself in on a working basis much sooner than was expected, selections having been made for all the offices that had remained unfilled since the original announcement of the company's creation and plans. The official slate as finally completed is as follows: E. S. Williams, president; C. J. Butler, vice-president; E. J. Hathorne, treasurer; N. R. Feltes, assistant treasurer; Samuel Norris, secretary; P. O. Eckhardt, assistant secretary; J. M. Gilbert, general manager; J. D. Anderson, general sales manager.

Meetings of the field men in the several districts were held on Wednesday, 15th inst. District Manager Tweedy and over 60 salesmen of the Eastern district met in the Hotel Astor, New York City, where they were addressed by General Manager Gilbert, Sales Manager Anderson, Adver-

tising Manager Hubbs and Adjuster Meyers. In Chicago, Manager Philp, of the Central district, was in conference with his men at the Hotel Blackstone, and Manager Weston, of the Pacific Coast district, held a session with his field men in the Palace Hotel in San Francisco.

## Albert H. Funke Commits Suicide.

Albert H. Funke, president of the Autolyte Mfg. Co., 26 Warren street, New York City, committed suicide by shooting, on Friday, 17th inst. Mr. Funke shot himself in the right side of the head with a heavy caliber revolver, at his home in Flushing, L. I. He went to his library about 9 o'clock in the morning, and shortly thereafter a shot was heard. He was discovered lying on the floor with the revolver by his side, and the physician who was called found him dead. Mr. Funke was a son of the late Herman Funke, of the firm of Boker & Funke, manufacturers of cutlery and firearms, College Point, L. I. He was born in College Point 45 years ago. He leaves a widow but no children. At the Autolyte Mfg. Co.'s office it was said that Mr. Funke had had no business difficulties and was apparently in average health. As head of the Autolyte company and under his own name, he had been active in the accessory business for some years.

## Van Cleefs Expand Their Business.

Van Cleef Brothers, of Chicago, Ill., in addition to expanding as manufacturers of rubber cements, have become jobbers of cycle sundries as well. They are adding a two story addition to their factory, 7909-11 Woodlawn avenue, the new part being 50x20 feet, and the extra space provided will not only increase the output of tire cements but will provide suitable storage room for the stock of sundries for the trade that the firm is now carrying.

## SUMMER MEETING DATES CHOSEN

Arrangements Under Way for Big Trade  
Convention at Atlantic City—Surre  
Doing Advance Work.

Dates for the summer meeting of the cycle and motorcycle trade at Atlantic City, N. J., have been selected, as the result of a conference of officials of the Cycle Parts and Accessories Association last week, during the motorcycle show. The dates, as announced by the Parts Association, are August 15, 16, 17 and 18. At the meetings of the two associations in New York in January, Atlantic City was selected as the place for the summer sessions, but a resolution was adopted to the effect that the Atlantic City conferences, while best held in August, should take place some time after the tenth day of the month. The dates selected conform with this.

As yet the headquarters for the Atlantic City gathering have not been selected. W. J. Surre, of the Cycle Parts and Accessories Association, is to make an early visit to the New Jersey resort to arrange for headquarters and for suitable hotel accommodations for those who will attend. The results of his efforts will be announced on his return. It is probable that the Motorcycle Manufacturers' Association, which is to hold a meeting in Buffalo on April 18, will at that time arrange to hold a meeting in Atlantic City concurrent with the sessions of the jobbers and the parts manufacturers.

## Smiles Opens in Pittston.

Allan W. Smiles has opened a bicycle store in Pittston, Pa. He has located in the Flat Iron block.



FIVE BROTHERS, ALL DEALERS, TRY OUT A 1911 HARLEY-DAVIDSON



They are the Lister brothers, proprietors of the Lister Motorcycle Co., formerly the Lister Bicycle Co., of Cleveland, O. W. J. Lister says: "After riding on the city streets, we weighed ourselves, our combined weight being 919½ pounds. It did not seem to strain the machine."

#### South Africa a Field for Sales.

Manufacturers of bicycle and motorcycle tires in the United States have a good opportunity to develop a market in Johannesburg, South Africa, where 22,000 bicycles and 471 motorcycles are registered and are in daily use, according to Edwin N. Gunsaulus, the American consul in that city. The number of machines is constantly growing, and at present they use practically nothing but British tires, scarcely any of the tires coming from America. The tires receive more or less hard treatment and require frequent renewals in South Africa, as the roads outside the cities are generally rough and abound in gullies, with the exception of a few well constructed thoroughfares, such as that between Johannesburg and Pretoria, where necessity has compelled improvements of roads for traffic. The duty on rubber tires and other rubber articles in British South Af-

rica is 15 per cent. ad valorem, with a preference of 3 per cent. ad valorem in favor of the British product.

#### Gilbert President Dies in Chicago.

Fredson E. Bowers, president of the Gilbert Mfg. Co., New Haven, Conn., died on Thursday, 9th inst., in the Congress Hotel, Chicago, from pneumonia contracted while attending the show. He was 38 years old. He leaves a widow and one child, a four year old boy. Mr. Bowers was the inventor of a carbureter and of a number of fabric specialties made by the company and used in connection with motorcycles.

#### Allen Leaves G & J for Goodyear.

Marcus Allen, manager of the G & J Tire Co.'s branch in New York City, has resigned to become connected with the New York branch of the Goodyear Tire & Rubber Co. He will be assistant to Manager Maus.

#### U. S. Tire Takes Hartford Building.

The United States Tire Co., the selling company for Morgan & Wright, Hartford, Continental and G & J tires, has leased quarters for the establishment of a distributing branch in Hartford, Conn. The Judd & Root building at High and Allyn streets has been taken. The business will be entirely wholesale, and Charles Clark, who has been connected with the Hartford Rubber Works Co. for the past 14 years, will be the manager, a position in which he will use his extensive knowledge of the New England trade.

#### Haverford Wins Peterlein Suit.

The Haverford Grip Co., of Philadelphia, Pa., has obtained a judgment against C. E. Peterlein, Grand Rapids, Mich., manufacturer of bicycle grips. The verdict for \$206.72 was directed by Judge McDonald, in the court at Grand Rapids.



## EMPLOYS A TWO-CYCLE ENGINE

**Schickel Motorcycle, a Newcomer, Bristles with Original and Radical Features—Ingenious Magneto Mounting.**

After some four years of experiment, Norbert H. Schickel, 58 East 83d street, New York City, has developed a motorcycle which is both radical and unique, and which is to form the prototype for the product contemplated on the extensive manufacturing plans that he now has under way. The machine was one of the features of the Chicago motorcycle show which closed on Saturday, 11th inst., and is

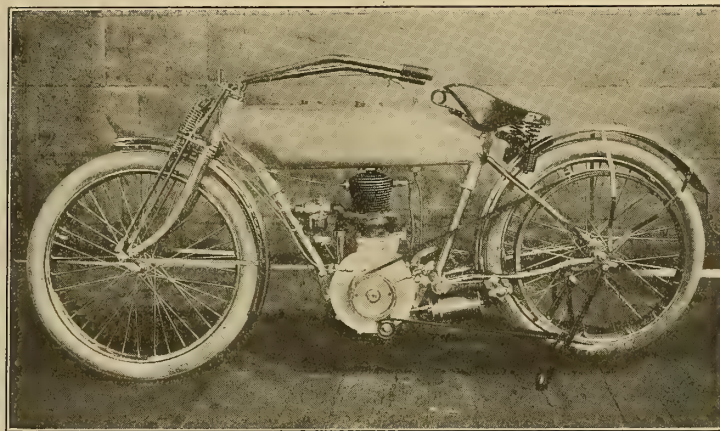
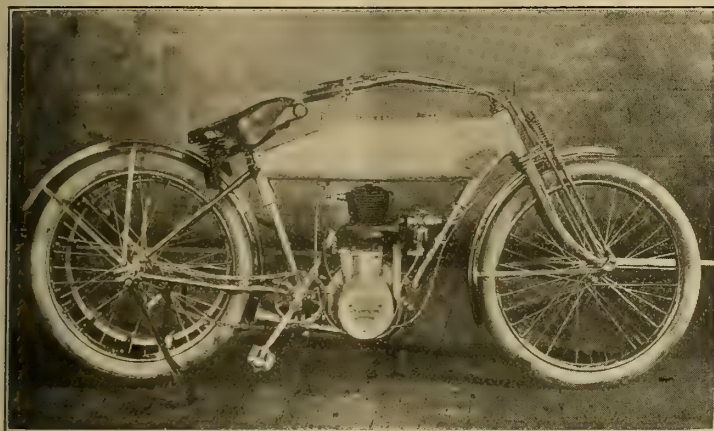
spark at different points in the magneto wave, according to its position. By swinging the magnets themselves, with the breaker fixed in relation to them, the spark always occurs at the maximum strength of the magnetic wave, although advance or retard in relation to the engine firing is of great range.

In addition to handle bar levers controlling the exhaust valve lift and the spark advance, and twist grip operation for the throttle, the control of the flat belt idler or tension pulley is also placed in a twist grip on the bar. Bowden wire from the grip to the idler makes an exceedingly simple and neat connection between the two, the idler being raised or lowered in relation to the under side of the belt according

## CURTISS BUYS HERRING-CURTISS

**Bids in the Assets at Bankruptcy Sale—Marvel in No Way Connected with Old Company.**

What probably is the final chapter in the affairs of the Herring-Curtiss Co., Hammondsport, N. Y., maker of motorcycles, motors and aeroplanes, and which went into bankruptcy some months ago, was written on last Saturday afternoon, 11th inst., at Hammondsport, when the trustee, G. H. Parkhurst, disposed of the plant and contents at public sale to Glenn H. Curtiss, founder of the company. The pur-



RIGHT AND LEFT VIEWS OF THE SCHICKEL—MAGNETO IS MOUNTED IN CRANKCASE ON THE RIGHT SIDE

distinguished not alone by the fact that it is of two-cycle construction but also by a multiplicity of features evincing ingenious and original designing.

Being of two-cycle design, the engine is valveless, and gives a working impulse on each alternate down stroke as in the usual four-cycle type. Lubrication of the engine is effected by mixing oil with the gasoline, a suitable measuring chamber being provided at the filling aperture of the tank, in order that the proper proportion of oil and fuel may be observed. The tank itself is a large aluminum casting and forms the head and whole upper member of the frame without the use of steel tubing in that portion of the frame.

Next among the radical features involved in the machine is the mounting of the magneto, which is placed at the end of the main crankshaft, in an extension of the crankcase, especially provided for it and where it is entirely enclosed. Since the magneto has to fire a two-cycle motor it runs at engine speed, making the direct drive from the end of the crankshaft practicable. The magneto, which is a U. & H., has the further departure from customary motorcycle practice in being mounted on trunnions that make it possible to swing the magnets back or forward around the armature to change the timing, instead of employing a shifting timer to take the

to the direction in which the handle bar grip is turned. The engine has but one side. The tool box for the machine is a chamber in the fuel tank, and has a screw-down cover. The lower part of the circular tool box is directly over the engine and forms the top support for the engine mounting. The machine, which is styled the Schickel and which is to list at \$250, is equipped with spring forks in which the wheel trails the rigid fork tips in caster fashion, resulting in a down pull on the springs for each upward movement of the wheel. Opposing the top springs of the fork are springs for checking rebound.

### Brooklyn Show Stages Motorcycles.

Visitors interested in motorcycles will find an exhibit to their liking at the Brooklyn automobile show, which commences on Saturday, 18th inst., and continues until the 25th, at the 23d Regiment armory, Bedford and Atlantic avenues. A. H. Patterson, the Brooklyn dealer, who handles the Indian, Pierce and New Era lines, has monopolized the whole motorcycle section, and has 34 feet frontage for a space on the main floor. He will stage a full line of 1911 Indians, including a package tri-car, together with both a single and a four cylinder Pierce, a New Era quick delivery package vehicle and a standard New Era touring model.

chase price was \$18,418.75, just \$2,000 more than a mortgage of \$16,418.75 which Curtiss himself held on the property. There were several bidders and the bidding was spirited, but none cared to fly higher financially than Curtiss on his last quotation.

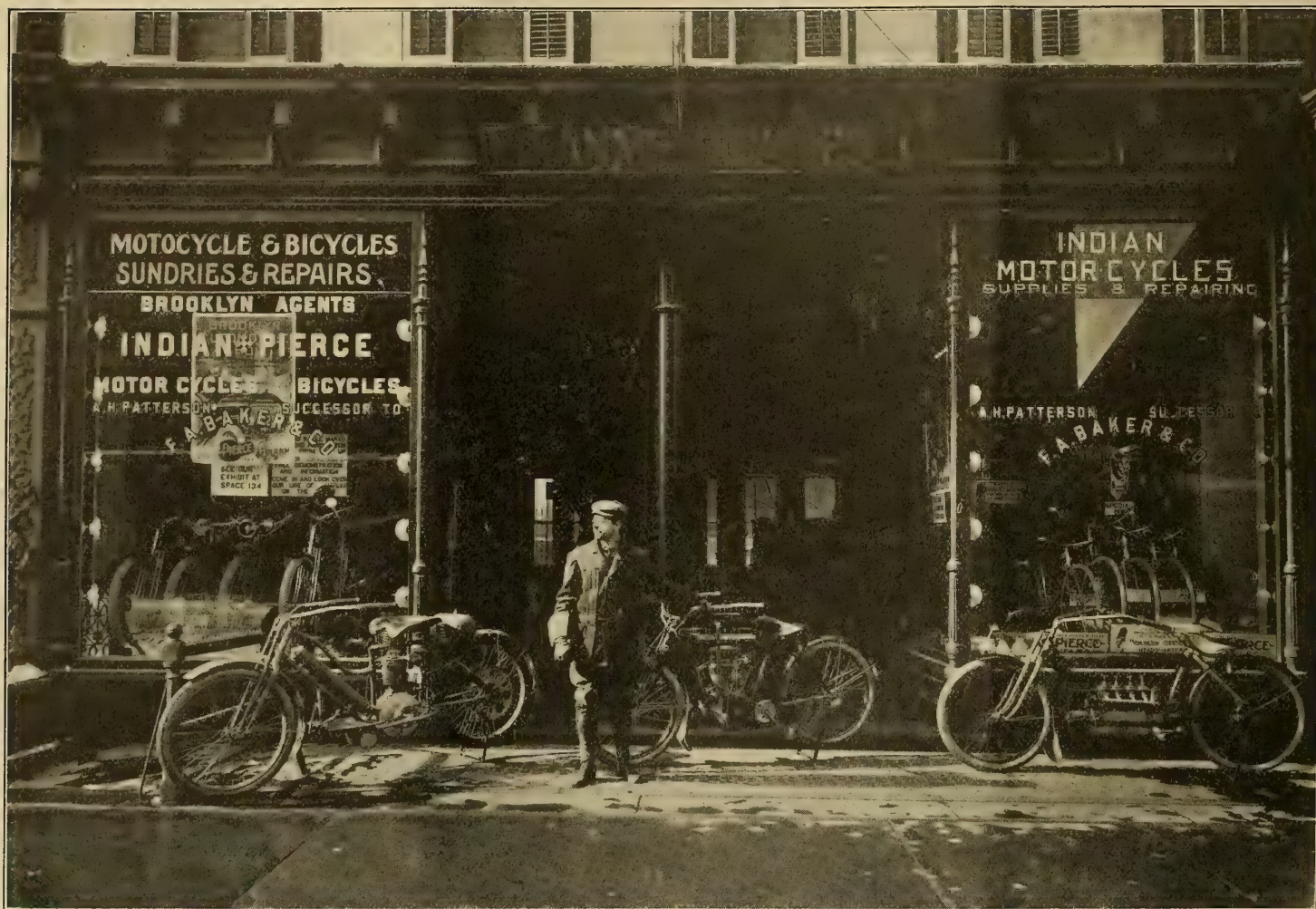
Curtiss has been operating the plant for some time under a lease from the trustee, and plans to reorganize the company, retain control and continue the business, which hereafter will be devoted entirely to the manufacture of aeroplanes. However, parts for all Curtiss motorcycles heretofore built will be obtainable. The Marvel Motorcycle Co., which is located in the same town, but in a plant of its own, will continue to use in its product Curtiss motorcycle engines, which it manufactures under a license, but it is an entirely distinct and separate corporation from the Herring-Curtiss Co. or its successor.

### Washington Dealers Exhibit at Show.

Two enterprising motorcycle dealers exhibit their wares this week in Washington's (D. C.) annual automobile show which is running in Convention Hall. The dealers are Miller Bros., who show the Pierce, and J. S. Berryman, the Harley-Davidson representative. Both have good locations directly at the entrance to the hall and their exhibits have attracted a good deal of attention.



ONE OF BROOKLYN'S MOST PROMINENT MOTORCYCLE AND BICYCLE ESTABLISHMENTS.



As is blazoned on the windows, the store is that of A. H. Patterson, successor to F. A. Baker & Co.'s Brooklyn branch. It is at 1080-1082 Bedford avenue. Patterson handles the Indian, Pierce and New Era motorcycles, together with bicycles and sundries.

#### Adds \$25 to Pope Memorial Fund.

An appropriation of \$25 toward the Pope Memorial Fund, in honor of the late Colonel Albert A. Pope, has been made by the Hartford Automobile Club, of Hartford, Conn. The money has been turned over the Hartford Board of Trade, which now has the fund in charge.

#### New Departure Retires Its Bonds.

At a special meeting of the stockholders of the New Departure Mfg. Co., of Bristol, Conn., on the 16th inst., it was voted to retire the present bond issue and cancel the mortgage created thereby. A new bond issue for \$750,000 was authorized.

#### Silsby to Handle Bicycles in Mobile.

Silsby's Bicycle Co. has opened up in the bicycle business in Mobile, Ala., with Frank S. Silsby as proprietor. It is located at 461 Dauphin street, and is the successor to Silsby's Novelty Repair Works.

#### Will Distribute Excelsiors in Jersey.

Carl Bush and Ed. MacDougall have been appointed distributors of the Excelsior motorcycle in the central section of New

Jersey, composing the five counties of Essex, Union, Somerset, Middlesex and Morris. They also represent the Emblem in Essex County.

#### Flying Merkel Agencies in Newark.

The Merkel-Light Motor Co., of Pottstown, Pa., has made a change in the agency arrangements in Newark, N. J., and vicinity. Under the new arrangement George Jaehle and Harry Schnell each have a district and will handle the Flying Merkel motorcycle.

#### Conner in Wilkes-Barre Store.

B. F. Conner, who handles the Indian motorcycle in Wilkes-Barre, Pa., has moved to a new store at 21-23 Hazel avenue. In addition to motorcycles he handles bicycles and sundries and also conducts a repair establishment.

#### Russia's Duty on Motorcycle Tires.

The duty on pneumatic tires for motorcycles and bicycles in Russia is 17 cents per pound. The dealers in tires in most cases want from 12 to 18 months credit from foreign manufacturers.

#### Shows Stewart Speedometer in Colors.

Having increased its factory facilities to a point where it is enabled to add its motorcycle speedometer to its regular line, the Stewart & Clark Mfg. Co., of Chicago, Ill., includes the motorcycle instrument in the 1911 Stewart speedometer catalog. The motorcycle type, which is designated as Model 40 and which sells for \$15 complete, is illustrated in colors, to bring out the effect of burnished brass case and silvered dial, while illustrations and descriptive matter in preceding pages of the catalog make clear the construction and operation of the speed indicating and mileage recording features of the instrument, and the method of compensating for changes in temperature.

#### Crocker and Nicholson at the Factory.

A. H. Crocker and S. W. Nicholson, traveling representatives for the Hendee Mfg. Co., Springfield, Mass., have gone to the factory to get the latest selling "dope" on the 1911 Indian motorcycles. After breathing in the factory atmosphere for a suitable time, they will resume their field work.



## LECTURES HELP CREATE BUSINESS

**Motorcycle Traveling Man on the Stump to Aid Dealers—Chapple's Entprising Innovation.**

A. G. Chapple, racing man and Merkel traveler, who is covering the South, has a new role that will be a surprise to his Northern friends. Chapple has added lecturing to his repertoire, and is drawing large audiences. While in Savannah, Ga., it occurred to him that he could work up interest in motorcycles and create some prospects for the local dealer by giving a talk on the subject to the novices and those who were thinking of taking up the sport. The proposition when submitted to the local Merkel agent made a hit and he immediately got busy and sent out invitations to all his customers, prospects and riders in general, to attend a lecture at his store by A. G. Chapple. The response was large, and a majority of the audience was composed of novices and prospects. Although it was his first attempt at stumping, Chapple did not get stage fright. Instead of launching into lofty oratory, he just gave a common sense heart-to-heart talk on the care and management of machines, interjecting incidents that helped to maintain interest. During the talk, he also gave his hearers an opportunity to fire questions at him, and he says that the character of their inquiries showed that they were quick to grasp the rudiments of motorcycles and their operation. The inno-

vation, according to the local agent, was of inestimable benefit to him in rounding up prospects and interesting outsiders in the sport. Chapple repeated his talk in Jacksonville, Fla., and it was equally well received. He thinks that a traveler can do a great deal to aid local agents by giving talks to their customers and prospects, as he is constantly getting in touch with new ideas and methods of doing business in various places and a talk to local enthusiasts by an outsider will create enthusiasm and prove excellent missionary work. In Atlanta, Ga., he says, motorcycling practically is in its swaddling clothes, but the newly appointed local commissioner, Robert Colburn, has taken hold with a will, and results should be forthcoming soon.

### Cycle Exports Reveal a Big Gain.

Exports of cycles and parts in December, 1910, amounted to \$56,879, a gain of \$2,695 over the same month in 1909. The total exports for 1910 were the best in three years and showed an immense gain over 1909. The 1910 totals were \$728,557 as against \$680,616 for 1909, and \$702,109 for 1908. The increases were \$47,941 over 1909, and \$26,448 over 1908 respectively.

### Death of William H. Bevin.

William H. Bevin, of East Hampton, Conn., died at his home in that place on the 12th inst. He had suffered a stroke of paralysis the preceding week, and his death was not unexpected. He was born in East Hampton, July 3, 1840, and served as treasurer of the Bevin Brothers Manufacturing Co., cycle bell makers, from 1893 to 1900 when he retired from active life.

## TROY, O., HAS A WELL EQUIPPED REPAIR SHOP.



It is that of the Julian Mfg. Co., 9 N. Walnut street, Troy, O. The company handles Indian and Wagner motorcycles, W. O. Lane being its "motorcycle man."

## TORONTO DEALERS EXPECT A BOOM

**Prepare for a Big Increase in Motorcycle Business Over Last Year—A Way to Save Duty.**

There will be 400 motorcycles in Toronto, Canada, this time next season, judging by the present boom in trade circles. This means that about twice as many machines will be in use. Dealers and agents everywhere look for record sales when the "open" season starts in a couple of months, and most of them have booked more orders since the first of this year than they did all last summer. Where one year ago there were two agencies, now 15 branches and independent dealers are offering from 20 to 30 makes. English, American and Canadian machines all find ready sales, with the preference for those stamped "U. S. A." A sign of the times is that the largest department store in Canada, the T. Eaton Co., Ltd., of Toronto, has laid in a stock of motorcycles, selling three different makes. The store's leader is the Reading-Standard, and the manager of the department reports a nice turnover for the first few months' business. This firm expects to sell from 15 to 20 motorcycles during the present year, at a conservative estimate.

Herb Greenwood, the Triumph agent at Toronto, says he cannot get enough machines from the manufacturers, the demand being greater than the supply. Sam Bulley, the proprietor of the Planet Bicycle Works, 69-71 Queen St., East, manufacturing the Planet-Humber, a motorcycle with a crank attachment instead of pedals, looks forward to double the business this year. Joseph Bourne, 359 Queen St., West, who sells the Flying Merkel and the Bradbury, an English make, expects a fair season's trade. Herb Kipp, 168 McCaul street, the Canadian champion, says he wants to increase last year's business and expects to find little difficulty in doing so. In 1910 Kipp, who in all his races rides the machine he sells, sold 50 Indians, and during January he booked 20 orders for spring delivery. Jack Gibson, manager of the Canada Cycle and Motors Co., Ltd., of West Toronto, which turns out the 85 lb. Motosacoche, would be greatly disappointed if he did not dispose of several score or more.

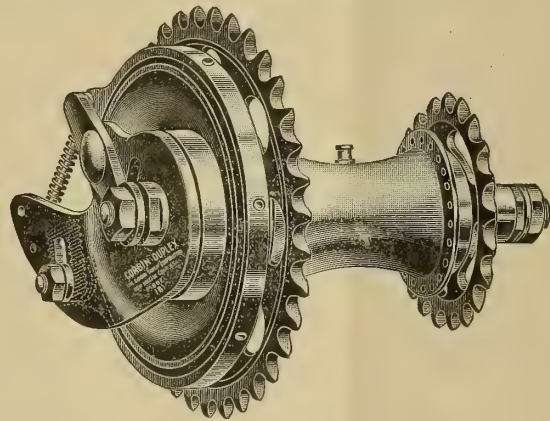
The Canadian duty of 35 per cent. is keeping many from purchasing American makes of motorcycles and, according to Canadians, a mint of money is in store for the maker who opens up a branch on the other side of the line, in which motorcycle parts shipped across the border could be assembled, thus saving the greater part of the duty and enabling the price to be reduced to a somewhat lower figure than at present.



# C O R B I N

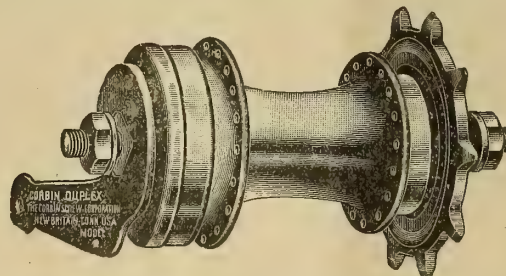
## Corbin V-Band Motorcycle Brake

*Built on a scale commensurate  
with the duties of a high speed  
motorcycle brake.*



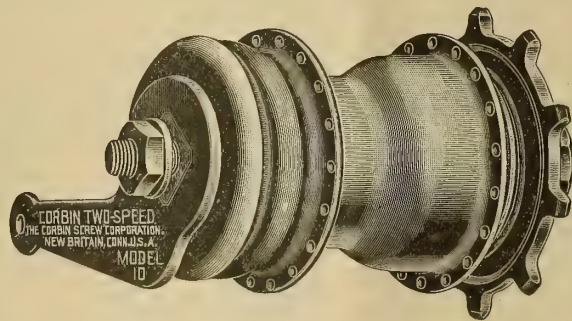
## Corbin Duplex Bicycle Coaster Brake

*In every part and function a truly  
perfect coaster brake.*



## Corbin Two-Speed Coaster Brake

*Giving the cyclist high or low gear  
at will, together with coasting free  
wheel and efficient brake.*



## Corbin Screw Corporation

NEW BRITAIN, - - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

**BICYCLING WORLD COMPANY**

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NEW YORK, FEBRUARY 18, 1911.

## Approaching the Hour's Limit.

Has the hour motorcycle record been pushed close to the limit or can it go much higher? is the question that has been asked by thousands during the past week, since the news of DeRosier's whirlwind flight at Los Angeles became public property. In the clubs, at dealers' stores, in cafes and, in fact, wherever motorcyclists gather, the question has been a leading topic for discussion. Even in automobile circles the performance has attracted attention, for there are no American automobile records on the books for the same period that hold a candle to it. The American automobile hour record, made on the same track, is 74 miles.

On the famous Brookland's track in England a car has been driven a little bit more than 89½ miles in the hour. This track, however, which is claimed to be the fastest specially constructed speedway in the world, is 2¾ miles in circumference, with long straightaways and wide curves that permit of terrific sustained speed. Judging by the performances that have been made on this course with cars, DeRosier, when he invades England and becomes accustomed to the track, should be able to push the present hour record a

notch higher, unless it be that the rough, "wavy" concrete surface proves slower than the smooth boards.

As far as American speedways are concerned, while it is possible that a few more miles may be crowded into 60 minutes on the Los Angeles motordrome, the limit on that track with machines restricted to the F. A. M. displacement limit of 61 cubic inches seems almost to have been reached. The nearest duplicate in this country of the Brooklands track is the Indianapolis speedway, which is 2½ miles in circumference and is paved with brick. The only time that DeRosier has ridden on this course was during the 1909 F. A. M. meet, when it was in an uncompleted state. Now that it has been resurfaced and broken in, it may wrest the hour and other speed honors from the wooden piepan on the shores of the Pacific.

Inasmuch as there is nothing discernible on the horizon to indicate that the F. A. M. will raise the present displacement limit, changes in design or else a trying out of the Indianapolis or Brooklands track will have to be looked to if a much greater annihilation of the hour and other records is expected.

It is not too much to prophesy and expect 90 miles in the hour with the type of machine DeRosier rides, on a course like Indianapolis or Brooklands, but as for 100 miles in 60 minutes, which is the dream of not a few dyed-in-the-wool enthusiasts, it is a 1,000 to 1 shot that it will be accomplished on any track with an engine of 61 cubic inches.

## Establishing Real World's Records.

In referring to the achievements of DeRosier, Graves, Whittler, Balke and other well known space annihilators, nine out of ten people make the common error of characterizing their performances as "world's records," when such really is not the case. It undoubtedly will be news to many that there are no "world's motorcycle records," but such is a fact, for no foreign governing body has recognized or accepted any American figures, and similarly the F. A. M. has not placed the symbol of its approval on any foreign records.

While it is quite true that American records are with few exceptions much better than any foreign figures, and therefore are entitled to be classed as "world's records," the fact that no foreign body has accepted them makes them technically ineligible to

the title. All of the amateur records and all but 28 of the professional records, the latter being mostly beyond the hour, stand to the credit of America, either as being better than similar foreign records or as newly created records for comparison with which no foreign records exist.

The solution of this situation lies with the F. A. M. and the A. C. U. of Great Britain, for these are the only two countries where motorcycling is flourishing at present. Both of these governing bodies should appoint committees to submit to each other satisfactory proofs of all records made in either country, and after such have been accepted by both organizations an international set of records should be drawn up. Provision also should be made for the acceptance without further question of all new records hereafter made in either country after such records have been recognized by the controlling body of the country in which it is made. It is but fair to both countries, the manufacturers of the machines and the riders themselves that all concerned should receive credit for any "world's records" which they establish.

Inasmuch as the American and some foreign standards of engine limitations differ, this matter also should be taken up and some common standard agreed upon for it manifestly is unfair to compare the performances of an American machine restricted to 61 cubic inches piston displacement, with those of foreign machines with no engine limitations but a machine weight limit of 110 pounds. There are some Continental records of this sort still on the books, although the 110 pound limit no longer is recognized in this country.

In Great Britain there are several classes, subdivided on a basis of cubic centimeters, which is quite in accord with American standards for the maximum English limit of 1,000 cubic centimeters is exactly equivalent to the American limit of 61 cubic inches. Likewise their 500 c. c. class is equivalent to our 30½ cubic inches, while their other intermediate classes of 275, 350 and 750 c. c. respectively do not exceed our maximum limit. The difference between the metric system of measurement, which is used abroad, and the inch system, that is standard in this country, is of course merely a problem in mathematics, and there is no cause for argument in the matter of measurement dimensions, whether it be in inches or in centimeters, for either is quickly convertible into the other.



# Coming Events

1911 FEBRUARY 1911							1911 MARCH 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
5	6	7	1	2	3	4	5	6	7	1	2	3	4
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28	29	30	1	2	26	27	28	29	30	31	
FEBRUARY—SECOND MONTH							MARCH—THIRD MONTH						

February 18-19, Oakland, Cal.—Inaugural meet on the new Oakland Motordrome; open.

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 20-25, Cincinnati, O.—Motorcycle and automobile show in Music Hall.

February 20-25, Hartford, Conn.—Motorcycle and automobile show in Foot Guard Armory.

February 21, Hartford, Conn.—Bicycle races at Naval Militia indoor athletic meet at State Armory; open.

February 21, New York City—Century Road Club Association, Eastern Division, annual ball in Westminster Hall, Lenox avenue and 114th street.

February 22, San Francisco, Cal.—San Francisco Motorcycle Club's races at Hayes Valley Carnival.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 26, Providence, R. I.—Providence Motorcycle Club's annual banquet.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 16, New York City—Century Road Club Association's ten miles handicap road race; Floral Park, L. I.; open. Rain date, April 23.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, Floral Park, L. I.—Eastern Division C. R. C. A. spring century road race.

May 7, Brooklyn, N. Y.—Empire City Wheelmen's 15 mile handicap road race; open.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race, open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

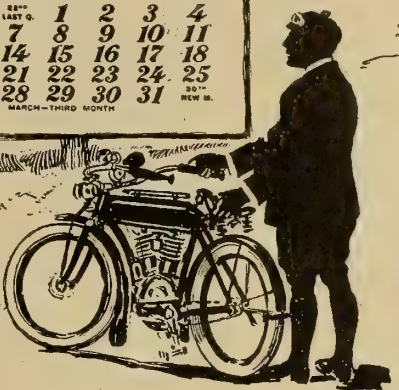
July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, Floral Park, L. I.—Century Road Club of America, New York State Division, 100 mile bicycle record run, open.



## CORRESPONDENCE

Riding the Rollers Against "Pro's."

Editor of the Bicycling World and Motorcycle Review:

Is it permissible for an amateur cycle racer to ride an exhibition with or compete against a professional on the rollers? Elmer Collins, professional, is to appear in a Buffalo theater, and Joseph Schieder and other amateurs are being urged to ride against him on the stage.

INQUIRER, Buffalo, N. Y.

[By riding an exhibition with or competing against a professional on the rollers, the road or the track, any rider automatically becomes a professional. Special dispensations for stage performances have been denied by the National Cycling Association in all cases.]

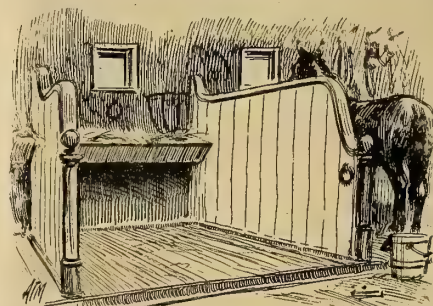
Los Angeles Motorcycle Show.

The annual motorcycle show of Southern California will be held in the basement of Pantages theater on South Broadway, Los Angeles, during the second week of March, commencing Saturday, March 4, and continuing until Saturday night, March 11. The show will be held under the auspices of the Los Angeles Motorcycle Club, supported by motorcycle dealers in Southern California. Only motorcycles and motorcycle accessories will be on exhibition, and a special musical program will feature each night's exhibition. The great demand in Southern California for these economical, modern means of transportation has been so great it has been found necessary to have a separate show for motorcycles and accessories. The committee on arrangements for the coming show consists of A. L. Porteous and Roy Symonds, and this year's event is to set a high mark.

"Even to the Most Experienced."

"Enclosed please find renewal of my subscription. I find the Motorcycle Review very interesting and instructive, and a great help in many ways, even to the most experienced rider or repair man."—W. J. Coleman, Niagara Falls, N. Y.

FAMILIAR NAMES ILLUSTRATED.



"STAHL"



## A Striking "Sunday Supplement" Conception



Not alone humorous, but significant and prophetic, is the full page picture, reproduced above, that in brilliant colors was the supplement front page feature of a recent Sunday issue of the Denver News.



## COMPELS "MEASURE FOR MEASURE"

**Chairman Thornley Explains the Requirements the F. A. M. Committee Now Will Enforce—His Reasons.**

Complete details, obtained this week, concerning the new rulings of the competition committee relating to the testing of instruments hereafter used in measuring motorcycles that participate in record trials, modify in some respects earlier reports on certain phases of the regulations and eliminate all ambiguities that might lead to misunderstanding and controversy. Instead of requiring that all instruments must be forwarded to the office of the chairman of the competition committee, for the purposes of comparison and verification with standard instruments, at the same time that the affidavits are mailed, as a previous story had it, the correct version is that the instruments must be forwarded only when a protest is made against the findings of the calculations derived from the measurements made with such instruments. Therefore, if no protest is made, the calculations will be accepted by the competition committee and the instruments need not be sent on for examination.

Because of the ease with which persons familiar with micrometers may tamper with them for the purpose of invalidating records made by rival machines, the chairman was moved to take this action. A clever mechanic easily might take off a thousandth or a half-thousandth of an inch from the ends of either the measuring bar or the stop on a micrometer without the trick being discovered unless the instrument were verified. In fact, such practices are not unknown in shops where employees hold grudges against one another, and not a few instances could be told where such tampering has ruined thousands of dollars worth of work. Even the removal of such a small fraction would suffice to make a machine appear oversize, for most racing machines are built with cylinders close to the limit. On the other hand, it would be very difficult for anyone not an expert in the building of micrometers to add to the length of the measuring parts without detection.

"The idea of the competition committee is that in a case where a micrometer is a little short, by sending the instrument on to the committee and having it tested in the presence of witnesses, a correction could be made that might save perfectly honest records, which otherwise would have to be thrown out," said Chairman Thornley in discussing the matter.

"Of course," he went on, "the measurements actually made would have to accompany the instruments. The instruments then would be set at the figures given and

tested by standard instruments in this office. If it then should develop that the measurements were not the same as those that the standard instruments gave, the necessary correction could be made, and the true measurement of the cylinders determined. This, to my mind, is the only fair way to go about it.

"It is impossible to furnish standard tested instruments from this office for every record trial. Moreover, I would not want to allow instruments upon which I had stamped my approval to go out of my possession for an instant. Of course, in cases like this, the referee must be particularly careful how he handles the instruments. After the measurement of the machine has been made, the instrument, unless sealed, must not be out of his actual possession for a single instant. You readily can see that the removal of a very small amount of metal from the business end of a micrometer, either before or after a measurement has been taken, would make all the difference in the world when it came to testing the instrument and making corrections. I can see right now that records will be thrown out simply because referees will not have sense enough to guard against this circumstance, but if officials will realize that I am trusting to no accidents, and remember that when the seals of a machine are broken that the engine must be measured immediately, there will be no trouble.

"A second measurement of a machine after it has been left unsealed for an appreciable length of time simply is wasted energy. Such measurements will not be accepted under any possible conditions. The only way for a referee to handle the problem is to measure a machine, and sit right down by it while the calculations are being made. If the calculations show the machine to be oversize, he can get new instruments and other men to help him remeasure the machine. In such a case it would be up to the referee to secure im-

mediately the services of an absolutely disinterested person, together with the best instruments procurable.

"If the machine still was found to be oversize, the referee should immediately take possession of the instruments, and never for an instant allow them to go out of his physical possession until he has packed and sealed them securely for shipment to this office. When the instruments arrive in New York the seals will be broken in this office in the presence of representatives of the interested factory, and its most prominent competitor, and a careful test of the instruments with the standard instruments in my office will be made immediately in the presence of the witnesses. I do not see how I possibly can be more careful or more explicit.

"If the instruments sent on from the place where the trial occurred should vary from the standard instruments in this office, a correction would be made of the figures found in the original measurement, and such measurements then would become official. If by any chance the micrometer that was undergoing verification should be found too long, this would indicate that the engine had a greater capacity than originally shown, and if it brought the engine oversize the records would be thrown out. I trust that I have made this explanation concerning the measuring of machines sufficiently clear and explicit so that there is no possible chance for misunderstanding or misleading interpretation, and I hope that all who are interested in racing will study it very carefully."

### Washingtonian's Long Day's Ride.

Riding a four cylinder Pierce motorcycle, Charles A. Stearns, of Washington, D. C., recently made a run from that city to Jersey City, N. J., leaving Washington at 3:00 o'clock in the morning and arriving at Jersey City at 7:00 o'clock the same day. The distance between the two cities is 225 miles.

### CLEVELAND RIDERS ON A CLUB RUN.



The picture was taken early last summer, shortly after the club was organized, on the occasion of a trip to Painesville. The club has been gaining members ever since.



## FIVE TRADE RIDERS "NAILED"

San Francisco Club Protests Against Balke, Ward, Graves, Seymour and Dreyer Riding as Amateurs.

To the San Francisco (Cal.) Motorcycle Club belongs the credit for having had the courage to take a step which should have been taken long ago either by that club or some other. The portentous act was in "getting the goods" on several of the trade riders on the Coast, including Balke, Ward, Graves, Seymour and Walter Dreyer, and sending the evidence to Chairman Thornley of the competition committee, together with a protest against these men being allowed to compete on the new Oakland motordrome as trade riders. Following the hearing held by the club, at which conclusive evidence was produced that all of these riders had accepted money, M. J. Graves and Albert Ward requested of Chairman Thornley that they be transferred to the professional class, and he immediately accommodated them.

The cases of Seymour, Balke and Dreyer now are pending, until Chairman Thornley has finished going over the evidence concerning them, but it is practically certain that they also will be transferred to the professional ranks, as the evidence is understood to be absolutely irrefutable. Graves and Ward were wise enough to forecast what the decision of the chairman in their cases would be, and simply forestalled an enforced transfer by a voluntary changing of their spots. The shake-up will do much to clarify the situation in the trade rider class, and put the riders where they really belong.

First intimations of the impending shake-up came on the 6th inst., when the club filed a protest with Chairman Thornley against any of the riders mentioned being allowed to ride at Oakland in the trade rider class. This action brought forth strong protests from the riders affected, and they demanded a hearing to which the club gladly assented. That some sensational doings were expected to develop at this hearing was evidenced by the attendance of 269 members and friends.

The hearing was held in the club rooms on the 8th inst., in connection with a regular club meeting. President L. A. Cosner occupied the chair. All of the riders involved, with the exception of Balke, were present to submit their cases, and they hoped to persuade the club to rescind its previous action in filing the protest against them. While the club had pretty strong evidence that all of the riders had accepted money, the meeting clinched the case against them. Direct questions, which, to the credit of the men, were answered frankly, brought out testimony supporting the club's position. Questions

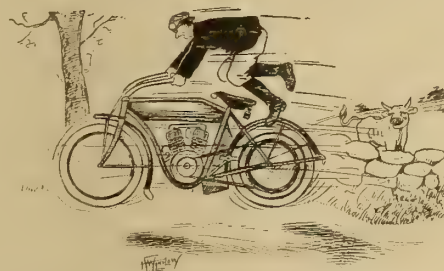
were fired at them from all quarters and these queries were of a nature that made the men under fire decidedly uncomfortable. Nevertheless the riders doggedly stuck to their guns.

It was brought out that Seymour, Graves and Ward did not want to be turned professional, as they feared that it would cause them to lose their jobs with the manufacturers for whom they ride. This reluctance on their part is easily understood, for they have had things all their own way in the trade riders class, while if they were switched over to the pro class they would not find such men as DeRosier and Whittler easy pickings. This trio also claimed that they never had accepted cash, but admitted that they were professionals—in a way—but further maintained that if they were professionalized, all other trade riders should be treated likewise.

All except Walter Dreyer, a local rider, denied that they ever had accepted cash prizes. Dreyer, however, freely admitted that he had accepted \$50 as his share of the prize money at the Eureka race meet. Other affidavits were offered showing that M. J. Graves had been given \$100 to distribute as prize money as he saw fit and that he split the sum with Dreyer. Graves admitted all of this with the exception that it was prize money—he insisted that it was "expense money."

Chairman Thornley now is in possession of all of the proceedings of the hearing, which was reported stenographically. Inasmuch as the riders are about evenly divided between the Indian and Merkel racing teams it cannot be said that the club's action was animated by trade jealousy or personal spite. Chairman Thornley is in hearty accord with the action of the club in its efforts to remedy the farcical conditions that long have prevailed in the trade rider class, and he expresses the hope that any other person or club that "gets the goods" on any trade rider or private owner will send the evidence to him, and he guarantees quick action if the facts are such as to warrant it.

During the regular business meeting of the club, previous to the hearing, 21 new members were taken in. After the hearing refreshments were served, and there was dancing, music, vaudeville turns and card games.



How a novice with a powerful twin sometimes takes a "Thank-you-ma-am."

## SHEPPARD HERDS HEMET PRIZES

Takes Everything in Motorcycle Events at a California Speedfest—Bicycle Features.

Lee Sheppard, riding a single cylinder Harley-Davidson, cleaned up everything in the motorcycle classes, including the twin cylinder event, at the combined automobile, motorcycle and bicycle speedfest at the Hemet (Cal.) stock farm on the 4th inst. In addition to scoring three firsts, Sheppard also created a new mile record for the track, 1:18. The course was a half mile dirt oval. The first event was a five miles for singles, and Sheppard won after an exciting scrimmage. Albert Todd, Excelsior, was the only other to finish. Lee Smith, on a Hardey-Davidson, was bumped and felled by Todd, who in some way butted Smith's machine in attempting to pass while both were riding neck and neck. Smith was considerably shaken and scratched. Sheppard covered the five miles in 7:18.

When the twin event at two miles was called, Sheppard had no twin Harley available and pluckily entered his single. Todd also was on an Excelsior single, while Spencer bestrode a "5" Indian twin. Sheppard bored his way up front in short order and stayed there to the end. His time was 2:54¾. The best race of the day was the Australian pursuit. Sheppard, with the same one-lung Harley was on scratch and conceded an eighth of a mile to Todd on his Excelsior single, and a quarter to Spencer on the "5" Indian twin. Contrary to expectation, Spencer proved easy meat, and was caught in the fourth lap, but Todd put up a strong argument and it required hard plugging for seven laps before he succumbed. Sheppard's time for the 3¼ miles was 5:13.

An echo of the old bicycle days reverberated among the crowd when E. P. Burnham appeared on the track on an old high wheel Victor of the vintage of 1884 and gave an exhibition. The original tires still are on the crotch and are said to be in good shape. Burnham was a famous rider in the early eighties and won the ten miles amateur championship at Springfield in '85, and also captured the mile tricycle championship at Buffalo the same year. During his racing career Burnham gathered in nearly \$4,000 in prizes, and also has a big string of century bars. The only bicycle race on the card, a half mile event for boys, was won by Elzie Coffey, with Wilbur Elliott second. The meet, which was the second in Hemet, stirred up considerable enthusiasm and drew a large crowd. Sheppard, who is a local dealer, took a prominent part in arranging the meet, and there is talk of laying out a four mile road course for future meets.



**Canada's Champion Makes a Fast Trip.**

On Sunday, February 5, Herb Kipp, of Toronto, Canada's champion motorcyclist, set a new record for the Dominion when he rode 39½ miles in 1:06:05, driving the distance over the snow packed roads between Hamilton and Toronto. The best previous time was 1:20:00, set by Charles Orr, of Toronto, last August, on a single cylinder Yale. Kipp, the new holder, sat on a twin cylinder Indian when he made his successful trip.

The day was extremely cold but very bright, with no wind. No snow had fallen for a week and the highways afforded a good surface. Five members of the Toronto Motorcycle Club were starters—Charles Orr, Sam Vogan, H. McLean, Frank Kerr and Herb Kipp. The first three quit on account of the cold, but Kipp and Kerr, both of whom rode two cylinder Indians, finished the city-to-city trip Kerr being about one minute in the rear. Kipp had one bad fall, his machine sliding for 30 yards or more. A great discussion is now on as to whether Kipp, the champion, can equal his winter time during the hot months.

**Motorcycles at Oakland's Opening.**

Five of the 14 events on the program for the two days opening meet on the Oakland (Cal.) Motordrome on Saturday and Sunday, 18th and 19th inst., respectively, are for motorcycles. The motorcycle events are as follows: Three miles, single cylinder stock machines; five miles, twin cylinder stock machines; five miles 61 cubic inches class, trade riders; ten miles, 61 cubic inches class, trade riders; ten miles, professional. Work on the track practically is completed, the grand stands also are finished and the finishing touches are being put on the ticket offices. Practice has been going on for the past ten days, being interrupted frequently by rain, the wet season now being on in that section.

**Brooklyn Motorcycle Club Revived.**

Encouraging efforts are being made to revive the Brooklyn Motorcycle Club, one of the pioneer organizations of the sort but which latterly has been in a comatose condition. Two meetings have been held during the past two months, with the result that 35 riders have undertaken the task of restoring the club to its former vigor and activity. New by-laws have been drawn and the election of officers for 1911 has been scheduled for a Sunday meeting at the establishment of A. H. Patterson, 1080 Bedford avenue, on the 19th inst. The club expects to have 200 members by spring, and is arranging to affiliate with the Federation of American Motorcyclists.

Never attempt to pass another vehicle proceeding in the same direction at a street intersection; it is likely to result disastrously for the overtaking machine.

**WHERE WOMEN ENJOY WINTER MOTORCYCLING.**

The picture is a reproduction of a recent photograph taken in California of Mrs. Fred E. Whittler, the wife of the famous professional racing motorcyclist, and her friend, Mrs. Kelly. Both women ride Flying Merkels, equipped with big headlight and full touring equipment.

**Bridgeport Plans Speed Contests.**

The Motorcycle Club of Bridgeport, Conn., with a membership of 50, is enthusiastically making plans for the 1911 racing season. Arrangements are being made for the use of Nutmeg Park, where it is proposed to conduct motorcycle races Saturday afternoons. Among the features of these meets will be speed contests between motorcycles and aeroplanes. In such events the aeroplanes fly at a low altitude and hover over the motorcycles. Nutmeg Park track is said to be one of the fastest half mile dirt tracks in the country, being 75 feet wide with exceptionally large turns and earth nearly as hard as a rock. William Greenspun, agent for the Emblem and one of the officers of the Bridgeport Motorcycle Club, says the races will be open and that "every wish or want of all contestants will be satisfied."

**Auburn Now Has an Organization.**

The Motorcycle Club of Auburn, N. Y., starts its career with 25 charter members. The club has affiliated with the F. A. M., and elected the following officers: President, Edward Spooner, vice-president, Otto Volkman; secretary, Joseph Herrington; treasurer, Earl Mott; captain, Karl Barnes; first lieutenant, George Nicht; second lieutenant, Harry Morse; executive committee, the officers, Frank Ogden and George Bastian. In this club dealers in motorcycles are not eligible as club officers.

**Canton's Second Club Affiliates.**

The Canton (Ohio) Motorcycle Club, with 25 members, affiliated with the F. A. M. February 22. Its club F. A. M. number is 79, and N. L. Schneider is secretary. This is the second club to affiliate from Canton.



## PRaise IN "THE WORLD'S WORK"

Magazine Tells of the Wonderful Progress and Future of the Motorcycle—Foresees New Fields.

Able presentation of the motorcycle and its splendid future is made in a recent issue of *The World's Work*, a prominent monthly magazine, in an article entitled "The Children of the Gas Engine." In treating of the motorcycle, the article says:

"This 'little brother of the automobile' is really its ancestor. Daimler and the early experimenters in the vehicle field began by hitching small motors, both steam and gasoline, to the bicycle. The early automobiles were little more than quadricycles with tubular frames and wire wheels. Our roads soon discouraged that sort of designing, but some of the pioneers stuck to the 'single-tracker.' The modern motorcycle is the result; after but five years of industrial history it now bids fair to prove its utility, both for business and for pleasure.

"Equipped with from 2½ to 8 horsepower and capable of carrying from 300 to 500 pounds of load, it has come into sudden popularity, particularly in the Middle West and on the Pacific. There are 3,000 motorcyclists in Los Angeles alone. It is capable of going where the automobile cannot; its first cost is less, and its up-keep is almost negligible. It has been driven hundreds of miles over railroad ties and has picked its way through many an 'impassable' road.

"Its invasion of the business world is well begun. It is a necessity in the police departments of more than a hundred of our cities. Letter carriers are equipping themselves with it, and it will undoubtedly greatly amplify the rural free delivery system here, as it has done abroad. Messen-

gers, collectors and inspectors who must make many stops save time by its use. The country doctor is finding it quicker and cheaper than the horse for hurry calls. Traveling salesmen are being equipped with it as a means of covering territory faster and farther than railroad routes and rates make possible. Its varied adoption has brought the output of the industry up to 25,000 machines for the present season in the United States, with a total value about \$5,000,000. A majority of the factories are being enlarged to make possible the doubling of the next year's product.

"Its chief menace to the horse lies in its three-wheel adaptation, whereby a compact delivery compartment is fitted to it. At least one veterinary surgeon employs it in this form already to enable him to bring aid to sick horses in the rural districts of Long Island. A company in New York agrees to furnish to commercial houses an outfit, driven by a ten-dollar-a-week boy. This is capable of delivering 300 packages a day, and the rental (including the boy) is \$30 per week. It can if necessary do in one hour the horse's daily stunt of 30 miles.

"Where the delivery motorcycle seems about to strike its most telling blow at the horse is in the sphere of the small, intensive farmer. According to the Department of Agriculture, half of a farmer's earning capacity lies in marketing. An ex-employee of that Department is now 'trying out' the motorcycle in that line on his own farm. He has demonstrated that it is cheaper and better than the horse for most purposes for which the small poultry and truck-farmer requires the animal. He predicts that the machine, when once fitted with a special type of detachable motor which may be set up for stationary work, will do for the small farmer what the motor wagon and the gasoline propelled tilling, harvesting and other machinery have already done for his extensive brother."

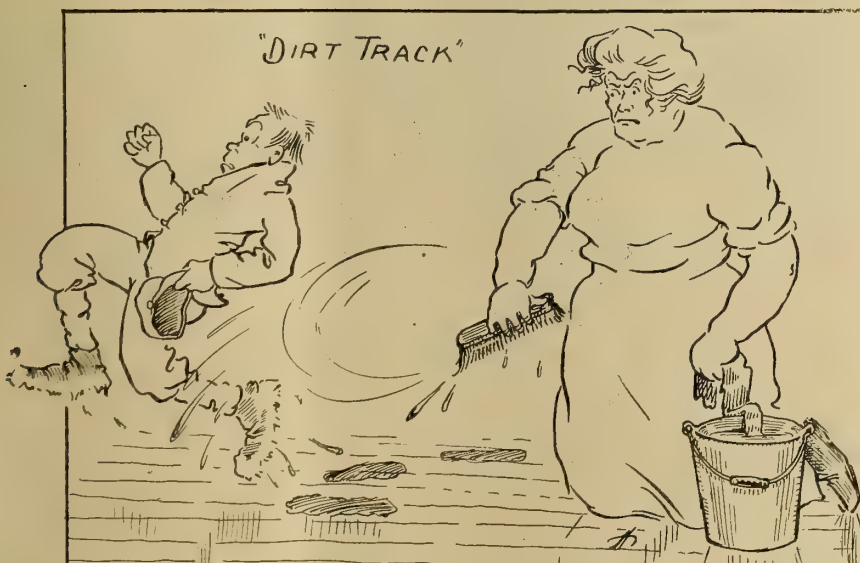
## ATLANTA LAUNCHES A NEW CLUB

New Impetus Given to the Sport in Georgia's Capital—Energetic Work Brings Good Results.

Additional evidence that motorcycling is "coming on" at a rapid pace in the South is presented this week in the organization of the Atlanta (Ga.) Motorcycle Club with most of the local riders included in its ranks. Heretofore the sport has aroused but little interest in Atlanta, and caught on very slowly because there was no club to wield its influence and boost things. The awakening came the first part of the week when A. G. Chapple, who is traveling in that section for the Merkel-Light Motor Co., drifted into the city and learned from the dealers that things in the motorcycle line were pretty quiet. The information soon was disclosed that there was no club in Atlanta, and Chapple decided that a live club was the very thing needed to stimulate the sport. So he persuaded R. H. Colburn, the Merkel representative, to send out a call for a general meeting of riders at his store to discuss the advisability of forming a motorcycle club.

On Tuesday night, 14th inst., a large number of riders met at Colburn's establishment, 42 Walton street, in response to the call, and after the preliminaries of selecting a temporary chairman and secretary were disposed of, the meeting got down to business. Chapple did the talking and pointed out how a club would benefit the riders, the dealers and the sport locally. His remarks stirred up considerable enthusiasm and everyone present signified approval of the project and the intention of joining. After the club formally was organized as the Atlanta Motorcycle Club, the following officers were elected: R. H. Colburn, president; Donald McKey, vice-president; G. B. Sisson, secretary; E. C. Lycett, treasurer; P. R. Cefalu, captain; E. W. Cauthorn, first lieutenant; Harry Glenn, second lieutenant; executive committee, T. C. Butler, Jr.; A. H. Cooledge and the officers, excepting the second lieutenant.

For the present the club will meet at Colburn's store, and after March 1 will have quarters of its own down town. A vigorous campaign to bring in all riders who have not yet joined was decided upon, and the members agreed to do some tall hustling for new recruits between now and March 1, when the club will apply to the F. A. M. for affiliation. The club already is talking of holding a 200 mile reliability run later in the season. If the Atlantans maintain the gait at which they have started off, as they soon will have a club upon which they can look with pride whenever anything is said in reference to motorcycling.





### Mardi Gras Draws Topnotch Riders.

Electrical timing will be a feature of the motorcycle racing at the Mardi Gras carnival at New Orleans, La., February 24-27. It will insure the accuracy of the clocking, and while no world's records are to be expected on a dirt course, new local track records are in prospect. It will by no means be a purely local meet, for while the local riders will be out in force, they will not have things all their own way. Those two warm rivals, Arthur Mitchel and Robert Stubbs, are booked to appear and settle old scores, while the North will be represented by A. G. Chapple, of New York, and Erwin Baker, of Indianapolis. In addition to Mitchel, Texas will send Hasha and Clark, of Dallas, and Mississippi also promises a contingent of local prides. The one best bet of the local racing colony is Val Jensen. All of the races will be professional, two events being scheduled for each day, with a possibility of additional ones being added. Homer George is managing the meet and can be reached at the New Orleans Automobile Club. The F. A. M. has sanctioned the meet, and will be represented by S. C. Ragan, Jr., of Vicksburg, Miss., who will act as referee of the motorcycle events.

### Providence Club Displays Latchstring.

Attendance at the Providence (R. I.) Motorcycle Club's annual banquet in Verlandi Hall, Sunday afternoon, 26th inst., will not be confined to club members. The club is not at all disposed to put up the bars against members of other clubs or non-attached riders, and a general invitation has been extended to all motorcyclists. The banquet committee is composed of E. L. Buffington, Charles H. Westcott, William W. Scott and B. A. Swenson, and tickets, \$1.25 each, may be secured from them. A leading caterer has been engaged, and the process of digestion will be aided by some tip-top vaudeville turns. The gastronomical class will be a free-for-all with no restrictions as to capacity or fuel consumption. The lubricants furnished will be of high fire test, containing a minimum of carbon, so there is no excuse for anyone being tongue-tied.

### Newark Club Doubles Membership.

The Newark Motorcycle Club, which was organized at Newark, N. J., last December with ten members, has already doubled its membership, and a systematic membership campaign is still being carried out as originally planned. The club's headquarters, 225 Bloomfield avenue, was the scene of "special club night" festivities February 14.

### Winter Runs Popular at Dallas.

The Dallas (Tex.) Motorcycle Club is holding regular winter runs regardless of the season. Its most recent jaunt was to McKinney, a round trip of 64 miles. Eleven members made the trip, which was accomplished in 6½ hours without trouble.



VAL JENSEN, ONE OF THE FAST RIDERS OF NEW ORLEANS

### Jacksonville Carnival Gives One Day Exclusively to Motorcycles.

According to present indications motorcycles will have a prominent place in the Pablo beach speed carnival at Jacksonville, Fla., the latter part of next month. It is now practically assured that an entire day will be set aside for motorcycle events, the exact date to be announced soon. A.

A. Stoddard, of Jacksonville, is the leading motorcycle enthusiast in that section and is working like a beaver attending to the details of the motorcycle part of the program. The view of the beach is one taken on the occasion of a recent visit of two motorcyclists to try it out.





## WORLD'S CHAMPIONSHIPS HERE

**Will Be Held at Newark in 1912—Kramer  
May Win World's Sprint Title—  
Foreign Cracks Coming.**

Without a doubt the choicest morsel of bicycle news that has been put before the connoisseurs of the sport in this country in many a long day was served through the public prints early this week when the cable clicked off the tidings that the Union Cycliste Internationale, the supreme governing body, at its annual meeting in Paris on the 11th inst., awarded to America the world's bicycle championships for 1912. The championships never have been held in this country, and this announcement is one of the most beneficial stimulants the sport at home could have received.

Application that the championships be awarded to this country was cabled to the U. C. I. by Messrs. Mihlon and Chapman, who control the Eastern tracks, immediately after the meeting of the National Cycling Association in New York City on Tuesday night, 7th inst. The application was in the nature of a renewal of the original request for the championships which was made last year, the promoters realizing that early application counted for a whole lot. The decision to award the championships, which includes both the sprint and motor paced honors, to this country was unanimous. German promoters had intended applying for the 1912 championships until they learned that America's bid already was filed, whereupon the Teutons graciously withdrew, leaving a clear field. This year the championships will be held in Italy.

It practically is assured that the sprint championships will be held on the new Newark Velodrome now building, as this is the leading track on the Eastern circuit, while the city itself and the surrounding territory is the hotbed of cycling in this country. While some of the motor paced championships likely will be held at Newark also, it is highly probable that most of them will be run at Revere Beach, Boston, as that branch of the sport is more popular in the Hub than elsewhere on the circuit.

When John M. Chapman learned the news he was superintending work on the new Newark Velodrome, and immediately after the glad tidings were brought to him he hurried away to consult with his partner, Frank Mihlon, as to whether in view of the awarding of the championships to them the plans for the track should not be changed to make it a six lap structure instead of eight laps as originally intended. The decision will be made soon.

The championships will be long drawn out and probably will extend over a period of two weeks. In both sprint and motor

paced classes they will include eliminations, trial heats, semi-finals and finals. The rules require at least three men in the field, so that a cyclone finish is assured. It is probable that the championships will be held some time in July.

Immediately after the announcement of the award speculation became rife as to which of the foreign cracks will come over next year for the championships. It is quite certain that such celebrities as Emil



FRANK KRAMER, SPRINT CHAMPION

Friol, present holder of the sprint title, Dupre, Ellegaard, Meyer, Rutt, Pouchois and other well known foreigners will be in hand. Chapman and Mihlon probably will cross the pond in November to sign up the riders for the championships. Not only will the foreign cracks be on hand for the championships, but it also is likely that they will be here during the entire Eastern season, insuring an abundance of the best racing the country ever has had.

Newark fans, when they learned the news, were quick to discern that the holding of the championships in this country would give Frank Kramer, the ten times professional American champion, a chance to crown his unparalleled string of national titles with the world's championship. Al-

though Kramer is in many quarters already considered the world's premier sprinter, through having met and defeated several riders who have held at the time the world's championship, these meetings did not carry with them the coveted title. Kramer is enthusiastic over the championships coming to this country, and is of the opinion that it will immensely benefit the sport here, and induce many more riders to take up track work. He says he surely will be seen in the championships and that he will make Friol ride his hardest is certain.

### Buffalo to Have a Velodrome.

Glad news for Buffalo (N. Y.) bicycle fans is contained in the announcement this week by the Buffalo Athletic Association that it will build a track similar to the new Newark Velodrome adjacent to the circus grounds in East Ferry street, near Humboldt Parkway. The proposed structure will be an eight-lap affair, with seats arranged in amphitheater style, and it will cost in the neighborhood of \$10,000. An innovation, which will be tried during future six day races, will be the holding of dances in the infield, which will be an open air enclosure.

During the summer the promoters plan to hold weekly meets at night by electric light, and will feature amateurs from Buffalo and vicinity. Efforts also will be made to bring some of the crack professionals who follow the Eastern circuit, although so far there has been no talk of seeking to have the track included in the circuit. The decision of the association to build the track directly is due to the success it has had with the last two local six day races, and is in the nature of an effort to revive weekly and semi-weekly bicycle meets in Buffalo.

### Many Falls at 65th Regiment Meet.

Bicycle races at the 65th Regiment armory games, Buffalo, N. Y., would be more popular with the riders and cycle enthusiasts generally if the floor were better. Numerous spills again marred the pleasure of the events Friday evening, 3d inst., and the wretched condition of the floor is given as the principal cause. In the mile novice race all fell except one. Summaries of the events:

One mile novice—First, second and third in each heat to qualify for finals.

Finals—Ray Jerge, Alco, first; Theo. A. Wannenwetsch, 65th, second; Joe Muhl-bauer, Colos, third. Time, 2:58 $\frac{2}{3}$ .

Two mile lap race—First and second in each heat to qualify for the finals.

Finals—Jos. Schieder, C. Y. M. C. A., first; Fred Schudt, Alma A. C.; E. C. Arenz, Ariel A. C. (tie), second; Joe Tanner, unattached, third. Time, 3:38 $\frac{2}{3}$ .

One mile handicap, finals—Chas. C. Troidl, 65th Regiment A. A. (95 yards), first; F. P. Scott, 65th Regiment A. A. (25 yards), second; Wm. J. Anthony, G. Y. M. C. A. (75 yards), third. Time, 2:12.



“The Father of American Bicycling”



FRANK W. WESTON

Founder of the First Cycling Journal, the First Cycle Firm and the First Cycle Club in the United States.



## DEATH OF FRANK W. WESTON

**"Father of American Bicycling" Answers the Last Call—His Remarkable Part in Cycling's Progress.**

Frank W. Weston—known far and wide as "Pop" Weston and as "Papa" Weston, and the "father of American bicycling"—died in Boston, at the Mt. Pleasant Home, on Friday, 11th inst., in his 68th year.

His title of "father of American bicycling" was truly bestowed. He was the first active missionary of cycling in America. One of the earliest to take up the sport, he started a concern to import bicycles, he started a bicycle paper, he started a bicycle club, he wrote and talked of the machine at every available opportunity and gave the bicycle its impetus on this side of the Atlantic. From 1876 until three years ago, when failing health forbade his riding, he was an active cyclist. The bicycle paper that he started in 1877 and of which he was the first editor, has continued ever since, being now the *Bicycling World* and *Motorcycle Review*.

Mr. Weston was born July 13, 1843, at Oxford Terrace, London England. After an education in private schools he elected in 1859 to follow his father's profession and become an architect. After three years as an articled pupil of H. J. Rowley, later architect to the City of London, he struck out for himself and developed a business of his own. In April, 1866, he yielded to a desire to visit America, and after a 45 day trip across on a full rigged sailing vessel, he arrived in Boston on the first of June. He intended to stay one year and then return, but the great fire in Portland, Me., a month later soon plunged him into a volume of work incident to the city's rebuilding, and in 1867, when he returned to Boston, his services as an architect were in such demand that he formed a partnership in the Hub. He made periodic trips to England, however, and returned from one of these in 1876 fully convinced that the time had arrived for the bicycle to be taken up in America in much the same way that it was being taken up in Great Britain at the time.

His enthusiasm was such that he commenced to give many of his friends what they were pleased to term "bicycle ear-ache," and in the summer of 1877 he succeeded in interesting three of his friends, Arthur Cunningham, Harold Williams and Sidney Heath, to the extent that the firm of Cunningham, Heath & Co., bicycle importers, was formed, with Weston a silent partner. The firm immediately placed orders with English cycle manufacturers, but pending the long delayed arrival of the machines it bought some five or six English machines that had been exhibited at the Philadelphia Centennial exposition.

Having arranged for the importation of machines, Mr. Weston set about the starting of an organ for the sport, and on December 22, 1877, he issued the first number of the *American Bicycling Journal*, which two years later became the *Bicycling World*. With the first issue of the paper, the announcement was made of the opening of the establishment of Cunningham, Heath & Co., at 178 Devonshire street, Boston. Foreseeing the popularity of the sport, Mr. Weston also had been active in trying to organize a bicycle club, being anxious that Boston should have the honor of being the home of the first American club, but because of the delay in obtaining the machines from England, it was not until February 11, 1878, that he was enabled to muster enough riders for his purpose. On that date the Boston Bicycle Club was founded. The club is still in existence.

Not long after, an English newspaper in reviewing the development of cycling in America, declared that "Undoubtedly the father of American bicycling is Mr. Frank W. Weston, of Boston." His club immediately christened him "Papa" Weston, and the cognomen soon became famous in all parts of the country.

In co-operation with Charles E. Pratt, he was subsequently active in arranging for a national organization, which should be a governing body for the myriad of clubs that his imagination correctly saw long before their actual existence. The League of American Wheelmen was the ultimate product of these early plans.

Among other cycling projects, Mr. Weston also sought to get together a party of representative American cyclists to visit and ride through England, but the response was very limited. However, with four other enthusiasts he made up a party calling itself the "Fortunate Five," which left for Liverpool on May 22, 1880. It was while Mr. Weston was on the ocean on this trip that the League of American Wheelmen held its organization meeting at Newport, his absence accounting for his name not appearing in the list of the League's founders, although he was the originator of the idea of a national body. The tour of the "Fortunate Five" was in the nature of a triumphal procession, the hospitality, friendship and fraternity exhibited by the English cyclists, both as clubs and as individuals, being of an almost unprecedented character.

Having "set the ball rolling," to use his own expression, Mr. Weston was content to see the sport and the trade thrive, and he once more devoted himself to his profession as an architect, although indulging a hobby to popularize the houseboats on much the same scale as he had bicycles, so that he was sometimes styled "The Houseboat Apostle." For many years he was the chief promoter of the good times of the Boston Bicycle Club, which he continued to serve as secretary-treasurer, an office to which he had been chosen at the

time of the club's organization. Long after many other members of the club had given up cycling activity on account of middle age disinclination to physical exercise, Mr. Weston was a steady rider, and one of no mean speed on the road. When the break in his health occurred, three years ago, he nevertheless attended the annual "wheel around the Hub," using an automobile in order that he might be present. His agreeable smile and salutations contributed immensely to the pleasure of these occasions.

Until recently he lived in Waban, outside Boston, where he had built a romantic bungalow of his own design. For several years after the death of his wife at the bungalow in Waban, Mr. Weston kept her ashes sealed in a receptacle, for mingling with his own when Death should call him. His last instructions were that his body should be cremated, and his ashes, with those of his wife, scattered over a certain sunny spot on the lawn at the bungalow they both loved.

### Winter "Table Top Runs" at Home.

Table top runs, which is not a billiard game but is an imaginary bicycle or motorcycle trip on paper, is the somewhat novel pastime that an Englishman suggests as a pleasant substitute and easy to take, when inclement weather prohibits any real riding. The innovation is said to be highly stimulating to the imagination and perceptive powers and a keen memory freshener. Directions for taking a table top run are: First, spread a road map on the table, then light one's favorite pipe or brand of cigarette, and then sit down and trace on the map past trips that have pleasant associations and experiences. For those whose memory of past runs is faint as to landmarks and other interesting scenes, a guide book is suggested as a help in living the rides over again.

### May Legalize Sidewalk Riding.

Bicycle riding on the sidewalks of Hutchinson, Kans., will be legalized if the ordinance which has been prepared meets with the approval of the local authorities. The ordinance now in force absolutely prohibits any riding on sidewalks, several arrests having been made and riders fined under the provisions thereof. The proposed ordinance will allow riding on the sidewalks when the streets are in bad condition. Riders, however, will be required to dismount on approaching pedestrians. This provision is the result of careless riding and racing by boys along sidewalks.

### Long Does 25,376 Miles in the Year.

Harry Long, an English cyclist, holds the mileage record for 1910 in the United Kingdom. He rode 25,376 miles. His total mileage for the last three years was 61,577 miles. After over 25,000 miles of use, he claims that his chain still is in good condition and never has broken.



## GIVES THE SOB ARTISTS A SHOCK

**Sensation at Chicago Banquet when Wainwright Tells Old Timers a Few Facts About Bicycles.**

Wouldn't it give you an inner tube puncture—

If you were an old time cyclist, gathered after many years with your bike fiend pals of long ago, and if you had waded in recollections of the happy days gone by, and smothered a sob for your pet high geared scorcher, now covered with rust, and if you had settled down for a good, melting cry—

And suddenly a man should rise up out of meeting and shout that bicycling was not dead, but alive and pedaling, and that the number of machines sold last year broke the record except for 1896?

Say, wouldn't it snap your chain and flounder you?

That was the shocking experience of several hundred well known Chicagoans who feasted at the Hotel Sherman, Chicago, on Thursday evening, 7th inst., in honor of their bygone biking days, according to the Chicago Tribune's account of the affair. During the banquet the Old Time Wheelmen was made a permanent organization.

A dozen or more speakers had dilated on the happy days of their youth and of adventures on the velocipede of the '70s, the "ordinary" of the '80s, and the century running "safety" of the golden age of bicycling that followed. Many of the experiences recounted were side splitting, but nearly every speaker struck a note of dismal regret that the two-wheeler had been ruled off the highways—except when attached to a coughing pocket motor. Former Mayor Carter H. Harrison, W. C. Thorne, former Alderman Joseph Badonoch, and others had voiced their grief.

A genuine "high wheeler" had been brought upon the banquet floor and ridden after many years. Just at the moment when the banqueters were in a mood to pass resolutions of condolence for the dear departed up jumped L. M. Wainwright, once of Chicago but now a resident of Indianapolis, to change the tenor of things.

"Gentlemen, every speaker this evening has apparently taken for granted that the bicycle is dead," he said. "It seems to me that they have been out of the scorching game so long that they have lost touch with the real status of the bicycle in the United States. But in rural sections and the smaller cities of the country the good old machine is just as popular as it ever was. I have some accurate figures on the state of the bicycle trade, and they will surprise you.

"Last year 600,000 bicycles—exclusive of motorcycles—were made and sold in the United States. This exceeded the output

of any year in history save one. That was the 'flush' year of 1896, when the craze was at its height. Next year '96 may be out-reached. Twenty-one factories, all on a substantial financial basis, are now engaged in the manufacture, and they are turning out the 'bikes' like water. One factory alone sold 125,000 machines in the 12 months, and two others registered an output of 100,000 each. If you think the bicycle is dead, gentlemen, you are holding a post-mortem on an exceedingly lively corpse."

Later, to a reporter Wainwright stated that \$5,000,000 is now invested in the manufacture of bicycles in the country. He said that one Chicago mail order house sold 57,000 machines last year.

"And the most astonishing thing about



it is that the makers are actually considering the holding of another bicycle show," he added. "You remember that the bicycle exhibitions in Madison Square Garden, New York, paved the way for the big automobile shows. Well, the manufacturers are seriously talking of reviving the old-time conventions. Of course, motorcycles would be included in the display."

Next to the sensation sprung by Wainwright was the carpet "century run" on a huge "ordinary" which had been dug up and transported to the banquet hall by Thorne. N. H. Van Sicklen mounted the high wheeler and Thorne got astride a "safety" and speeded around the chamber in form and style. Other veteran athletes of the rubber tires then essayed the "ordinary," but most of them had lost their powers of balance with advancing years and a limousine paunch. Dan Canary, however, was able to repeat some of his former trick riding stunts. Until the aged break-neck vehicle had been rolled aside the waiters stood alert for a summons to the house physician.

The tales related by the delegates from

65 defunct wheelmen's associations were as stirring as the anecdotes of a G. A. R. campfire. They reeked with "century runs," Pullman races, roadside mishaps, adventures at "wheelmen's rests" and early trials in the art of balancing and steering on vacant lots which are now covered by skyscrapers. Strangely, reference to that costume hysteria known as "bloomers" did not pop up during the meeting.

Van Sicklen, now an automobile man, was elected president of the Old Time Wheelmen; Joe R. ("Doc") Lynn, secretary, and Si Mayer, secretary of the Chicago police department, treasurer. The organization plans to hold a banquet every year.

Some of the prominent old timers present were W. C. Thorne, A. H. Steele, Alex Nelson, A. C. Nicolet, C. K. Anderson, E. C. Church, C. G. Sinsabaugh, Herman Stern, Wallie Worthington, John Simon, Dr. G. W. Haskins, J. Kurtz, L. J. Berger, Dr. Harold Hayes, S. A. Miles, H. W. Cooper, Walter Faraday, K. Franklin Peterson, J. D. Anderson, J. H. McCabe, A. H. Pich, E. Sturm, H. E. Corey, Capt. F. E. Yates, H. V. Greenwood, H. A. Foss, Dr. Brown, Ed Marcus, Tom Haywood and Frank G. Clark.

## Two Cyclists Travel Africa's Length.

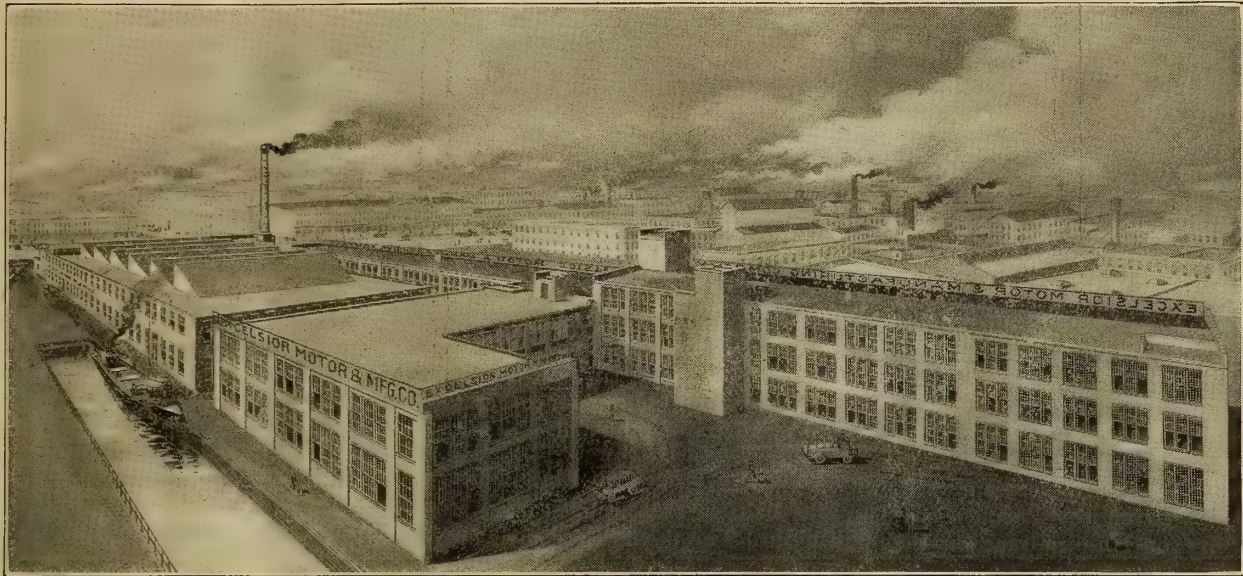
Two Englishmen, Frank Mellan and H. Chomeley, who are employes of the British Southwest Africa Co., have just completed one of the most remarkable bicycle pleasure trips ever attempted. The two young men received a one year's vacation and decided to pass it in a manner out of the ordinary. This they did! They left Rhodesia, South Africa, on the 24th day of last July on bicycles, with the intention of crossing the entire continent length of Africa on their wheels. They reached Cairo, Egypt, on January 19th, after being on the road 170 days, in which time they covered 5,700 miles. Almost two-thirds of this distance, 3,400 miles, was cycled, the rest on canoes, rafts etc. In Gondokoro, at the bank of the Nile river, they sold their machines and took the steamer to Cairo. Their reports of the remarkably good roads, which although rather narrow afford fine cycling possibilities, and of their many exciting experiences with wild animals, make interesting reading. The trip was cheap, as they were hospitably entertained wherever they entered a village or plantation. Both the German and the English officials rendered them all the assistance needed, and the two travelers are enthusiastic about this way of spending six months. The rest of the year's vacation they intend to pass in England.

British bicycle hubs now are being made with black and green celluloid finished centers. This means no nickel to polish or rust, and no unsightly polishing strap to collect dirt. Handlebars also are produced with celluloid finish.



# The Factory Behind the Product

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### 15th Anniversary for Buffalo Club.

Although the coming of its 15th anniversary, which falls on the 25th of this month, will not be accorded the national recognition that is given to the natal days of Washington and Lincoln, nevertheless the members of the Black Rock Cycling Club, of Buffalo, N. Y., will render full homage to the occasion. The observance will take the form of a banquet, followed by an athletic and musical program, and some flights of oratory by well known speakers. The ceremony will be in the nature of a reunion of old and present members and will be held in the gymnasium, which will be handsomely decorated.

### Champions Challenge Coast Clubs.

Bicycle riders were present in large numbers at the housewarming held by the Garden City Wheelmen, at their new clubrooms in the Theater building, San Jose, Cal., February 9. As this club claims to hold the state championship for five and ten-men teams and three of the members are the accredited champions in California for one and three miles each, it was decided to issue a challenge through the captain, S. P. Castro, to any club on the Pacific Coast for either a five or ten-men race on the San Jose track.

### Clermont Club Plans Long Run.

The Clermont Cycle Club, Brooklyn, N. Y., which has been organized since the beginning of the present year, is getting many recruits, and the meetings at the club house, Onderdonk avenue and Stanhope street, are well attended. The club is planning a long run on Long Island. The officers are: John Hoenig, president; Henry Steffens, treasurer, and John Schuster, secretary.

### Baltimore Sunday Run Ends in Race.

Members of the Crescent Bicycle Club, Baltimore, Md., are conducting a series of Sunday runs, the first of the series being to Pikesville and return. On the return trip an impromptu race was held from Pikesville to the Pimlico entrance to Druid Hill Park, which was won by William

Leimbach, with G. Andrew Miller, Fred M. Sanborn, Langdon M. Sanborn, Ferd. S. Plitt, August Leimbach and Chas. H. Thomas close behind in the order named.

### Vanden Dries Enters Millrose Race.

A five mile bicycle race, miss and out style, will be one of the leading features of the annual athletic carnival to be held in the 13th Regiment armory, Brooklyn, N. Y., Washington's Birthday, February 22, under the auspices of the Millrose Athletic Association. Vanden Dries and Raleigh will represent the N. Y. A. C. and Fisher and Goodwin will fly the colors of the Irish American; Mohrman, Buckingham, Devine, Murphy, Verent and Jack Townsend will represent the several regiments. In this race Vanden Dries will have an opportunity to show his real form, as he has not been very successful in anything below this distance. Prizes valued at \$1,500 are offered for the various events on the program, which includes every description of indoor event usually found at affairs of this kind.

### Baltimore Wheelmen Elect Officers.

The Baltimore Wheelmen have decided upon April 9 as the date for their first 1911 run. Officers elected at their annual meeting were: Walter Watson, president; Joseph Ullsperger, vice-president; Otto Siemon, manager; Carl Rickert, secretary, and George Wheelcox, treasurer.

### Two Events for Buffalo Cyclists.

Two bicycle events are on the program for the indoor athletic and bicycle races to be held in 74th Regiment armory, Buffalo, N. Y., Saturday evening, February 25. The bicycle events are: One mile, open, value, \$35, \$20, \$10, \$5. Two mile handicap, value, \$30, \$20, \$10, \$5.

### Dunkirk Club Owns Real Estate.

The Cycle Club of Dunkirk, N. Y., will give a ball February 28. This club has the distinction of being one of the most prosperous in the country and is one of the few cycle clubs owning its own club house.

### Bostonians Mourn Weston's Death.

The Boston Bicycle Club, of Boston, Mass., held its 23d annual dinner on the evening of February 11, at the Boston Yacht Club's rooms, on Rowes wharf. About 40 members and guests participated in the festivities, which were presided over by President John D. Kelly. One element of sadness was present in the proceedings in the announcement of the death the day previous of Frank W. Weston, one of the charter members. For many years Mr. Weston held the position of secretary of the club.

### Winners at Irish-American Games.

Winners in the two-mile handicap bicycle race at Madison Square Garden, February 4, under the auspices of the Irish-American Athletic Club, were: A. Mohrmann, I. A. A. C. (30 yards), first; Charles Nehrent, 71st Regiment (90 yards), second; R. G. Westervelt, C. R. C. of A. (140 feet), third. Time, 5:28½.

## Announcement

**90%** of the motor-cycle manufacturers are now using our

**STEEL RIMS  
BELT RIMS  
and  
MUD GUARDS**

**AMERICAN  
STEPNEY COMPANY**

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**1780 Broadway NEW YORK**



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Ask your jobber about the double value "Tip Top" offer on Neverleak Tire Fluid. A lower price. Twice as many certificates. You're actually losing money and trade if you don't learn all about it and the increased business it means for YOU.

And *such* a list of valuable premiums—real quality gifts, from fountain pens to gold watches. So, for increased sales, increased profits, *more* certificates and a better selection of premiums, ask your jobber about the double value "Tip Top" offer on Neverleak.

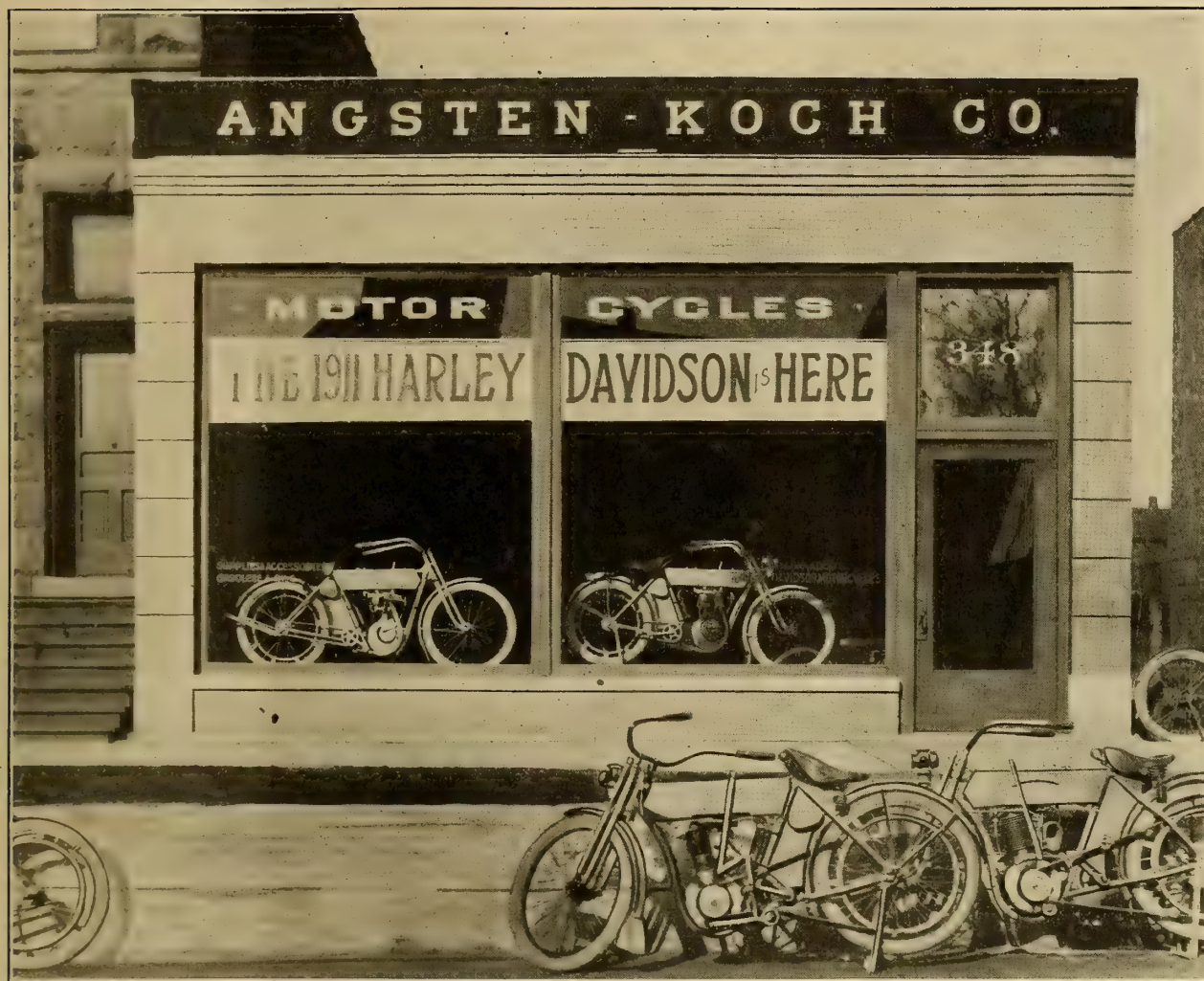
**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**



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**TWO-TONE HORN**  
for Bicycle and Motorcycle



Polished Brass or Nickel Finish  
Length 12 inches

**Price \$2.50**

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**Dealers and Jobbers**

If you "open" on this pair,  
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Bronze Finish  
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SPRING FRAME  
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is so constructed as to  
scientifically absorb all  
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**THE  
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is the oldest two-speed  
motorcycle on the mar-  
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cycle. They're about as comfortable  
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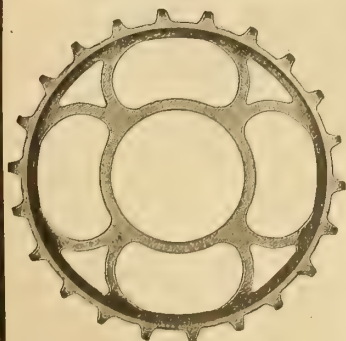
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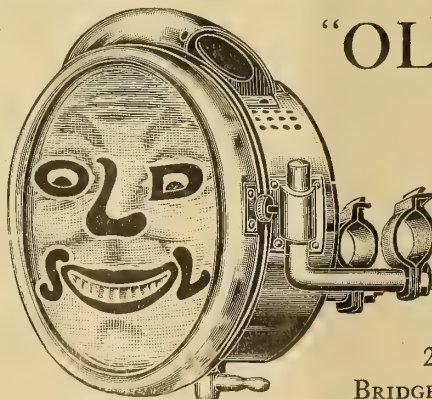
Chicago Branch, 2127 Michigan Avenue  
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All sizes for Bicycles, Motor-  
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has made a  
**HIT**

**HAWTHORNE  
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20 Spruce Street  
BRIDGEPORT, CONNECTICUT



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

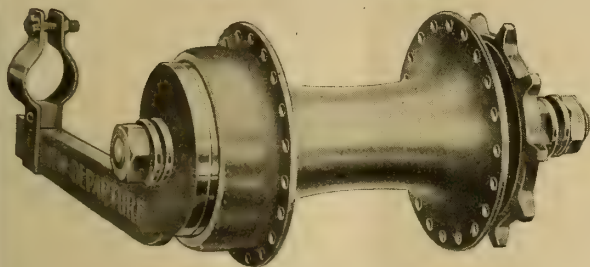
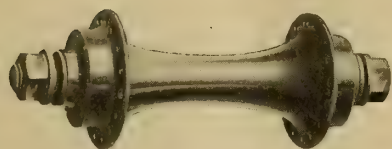
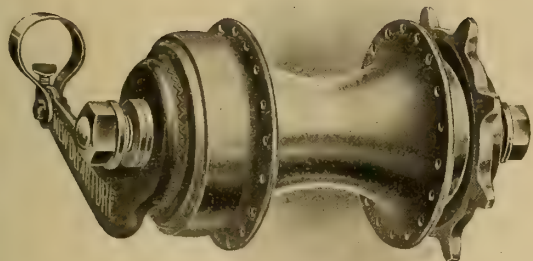
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

**NEW DEPARTURE BUSINESS BUILDING SELLING HELPS**—We not only supply you with cycle sundries of excellent reputation and sterling merit, but we work with you by supplying the most extensive assortment of advertising matter, including lithographed comic booklets, attractively printed folders, and a number of different novelty signs, etc., etc., bearing your imprint and carefully written to bring you good business. If you have not already asked for a supply of this advertising matter for 1911, do not fail to write us at once and we can ship it to you free, transportation prepaid, for the opening of the season.

New catalog on request

**THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Connecticut**

Coaster Brake Licensors





# GREYHOUND

**"FLEET AND GRACEFUL"**

Agency arrangements are being closed now. This is the time to connect.

They are backed by years of experience in designing, building and riding motorcycles. For 1911 the engine has been increased to 30.50 cubic inches, giving 4½ horsepower. The offset cylinder is placed ahead of the main bearing, greatly reducing cylinder wall wear and the thrust on the main bearings. One of the important features of the GREYHOUND is the shock absorber, a device which effectively and permanently disposes of the shock problem. Standard transmission is flat belt with hand operated idler, with V belt as an option. Long handle bars, liberal mud guards, low saddle position, simple grip control, cushion forks and a generous provision for the rider's every comfort make the GREYHOUND the wished-for motorcycle.

**GREYHOUND MOTOR CO.**

1443 Niagara St.

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For  
Motorcycles  
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Bicycles

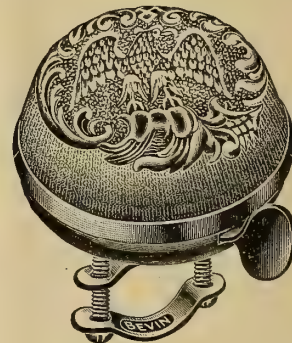
are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

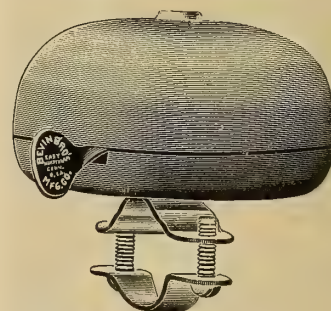
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RUBBER CO.**

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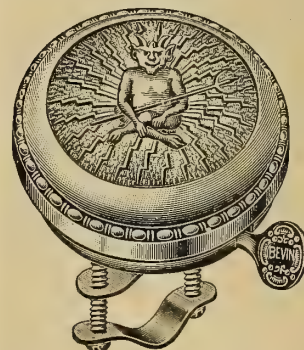
## Bevin Bells



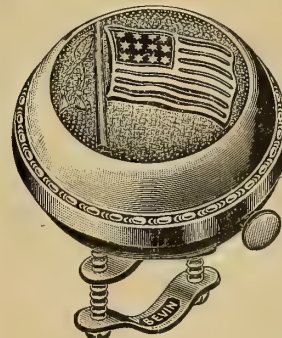
Here is a Bevin



and Another Bevin



Likewise a Bevin



Also Bevin

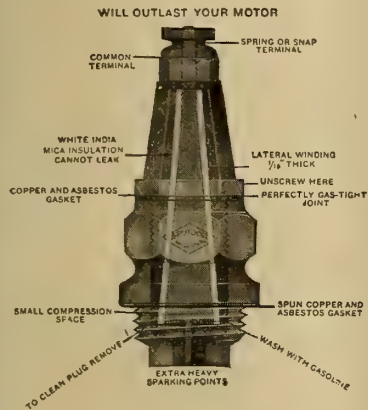
and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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have been used for eight years by the leading motorcycle manufacturers of America, and have always been found among the perfect working features of their machines.



Many of these plugs were sent out on 1904 and 1905 models and have never been replaced, although the machines themselves have passed through the hands of several owners.

We have positive record of plugs which have been in constant use for seven years, and will give proof of same to any one interested.

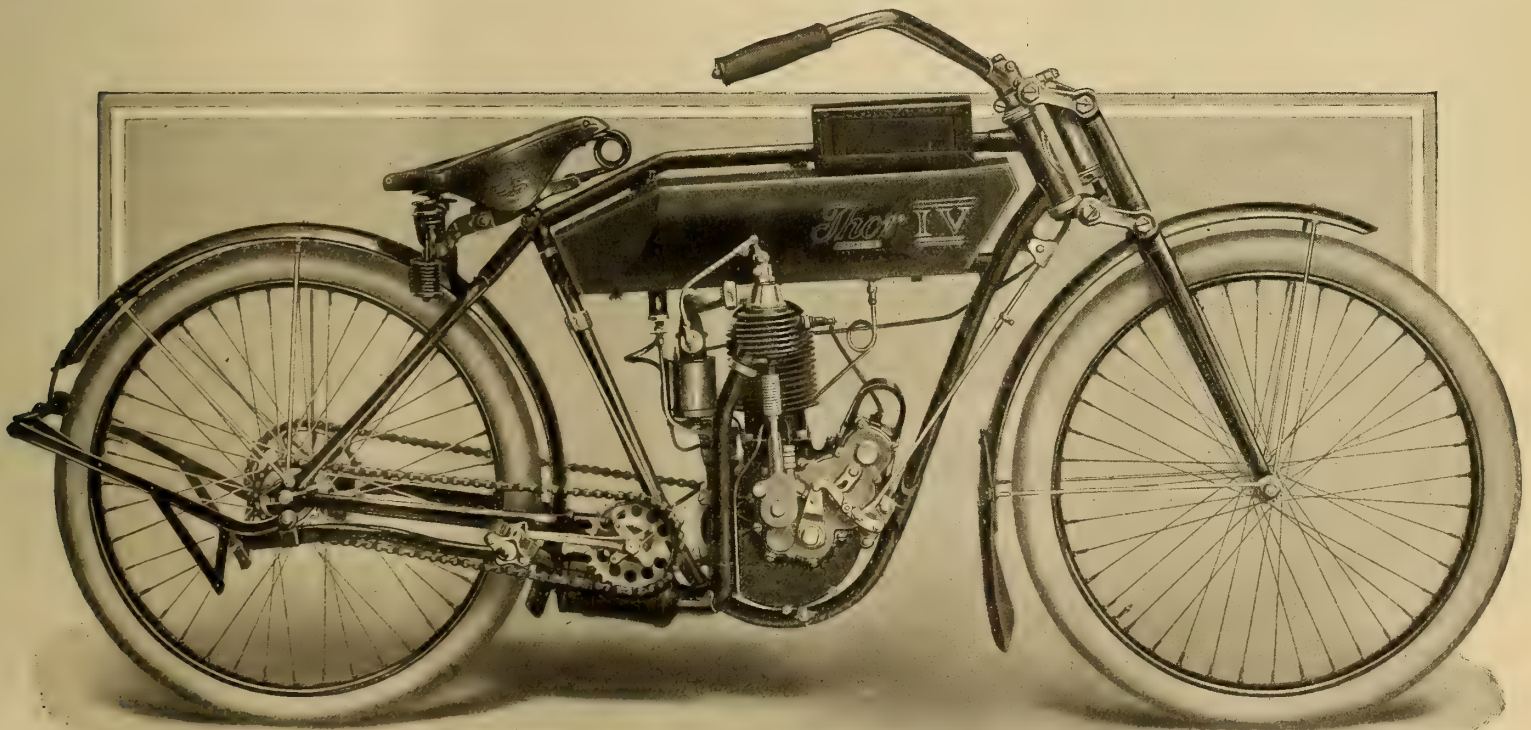
We have always had competition in price, but in Quality and Efficiency the SPLITDORF Plug has stood supreme for eight years.

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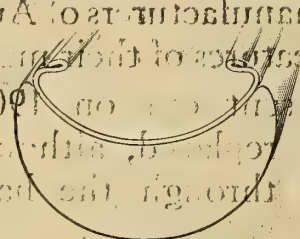
AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago, Ill.



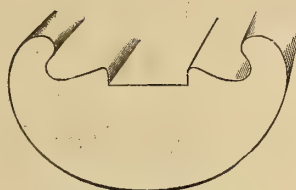
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Steel Lined Wood Rims for single and double clincher tires, manufactured in all sizes.



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Crescent, Aluminum and Steel Lined Wood Rims, manufactured for high grade bicycles and trotting sulkies and training carts.

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For 1911

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



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☞ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



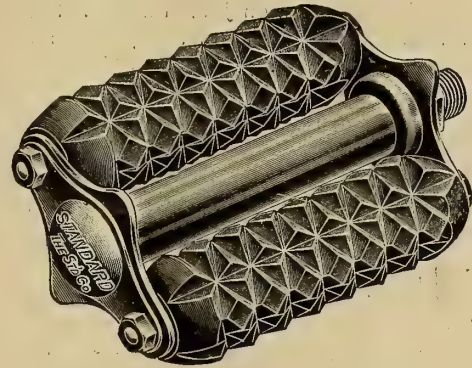
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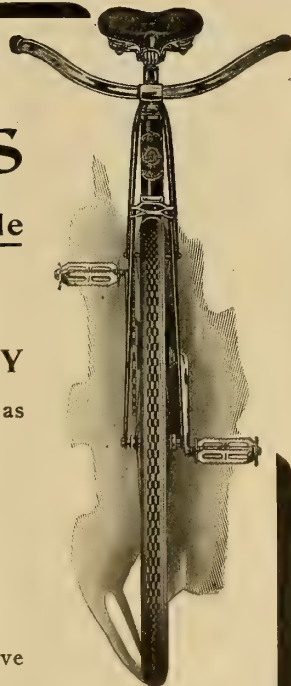
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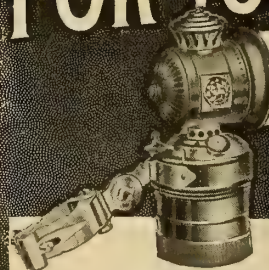
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Made by Bridgeport Brass Co.

Is absolutely gas tight. You can't jar it out. Throws strong, powerful beam of light. No tools necessary to operate the "Search-Light." It has universal bracket—can be attached to head or fork.

If you're a dealer—better keep a full stock of "Search-Light" lamps on hand.

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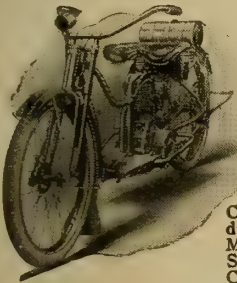
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Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



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Single Cyl., Battery or Magneto Ignition.

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The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

Prices—\$15.00, \$18.00, \$20.00

New model for 1911.  
Price, \$18.00.

Twenty police departments use Standards because they are accurate.

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The motorcycle equipped with a Bosch Magneto is the only satisfactory sort to use. If you want to know why, let us send you a free copy of our magazine, "The Bosch News." It contains valuable facts and information. Drop a postal to

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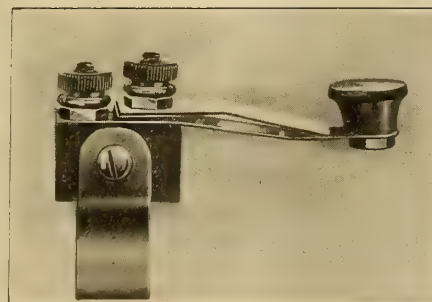


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Strong, accurate and durable. For 20 years the quality standard. Kept in stock by all jobbers. Let us cut your sprockets.

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**4000 Motorcycle Cases at 60% Reduction**  
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**Model "A" Merkel-Light at \$150**

Write for catalogue and discount.

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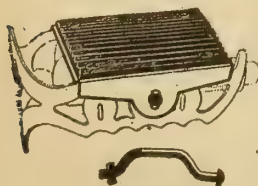


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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

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You receive your money's worth when buying the Wald pedal rubber. Send for sample.

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**Special Stampings**  
FROM  
**SHEET METAL**  
THE CROSBY CO., Buffalo, N. Y.

**The MOTT WHEEL WORKS**  
Utica, N. Y.  
**BICYCLE AND MOTORCYCLE**  
**Rims and Mud Guards**

R. B. ABBOTT SALES CO., Sales Agents  
Majestic Building, Detroit

### STEEL BALLS

Our product excels in material, accuracy and finish

Prompt Delivery on All Standard Sizes  
SEND FOR PRICE LIST.

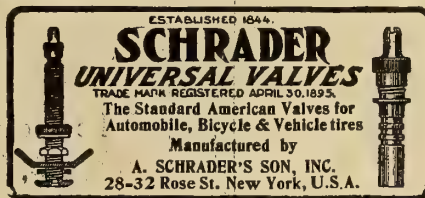
**STANDARD ROLLER BEARING CO.**  
PHILADELPHIA



### American Motorcycles

Our Agency proposition is the best yet. We give a discount that will make you money. Write us.

**AMERICAN MOTORCYCLE CO.**  
Wells & Seigel Sts., Chicago



ESTABLISHED 1844.  
**SCHRADER**  
**UNIVERSAL VALVES**  
TRADE MARK REGISTERED APRIL 30, 1895.  
The Standard American Valves for Automobile, Bicycle & Vehicle tires  
Manufactured by  
**A. SCHRADER'S SON, INC.**  
28-32 Rose St. New York, U.S.A.

**Who** would think of building Bicycles, Coaster Brakes, Lawn Mowers, Sewing Machines, etc., without using therein the



**Star Ball Retainers**

**WHO? Tell Us**

The Star Ball Retainer Co.  
LANCASTER, PA., U. S. A.  
and Berlin, S. O. 36, Germany



### MOTORCYCLE TIRE CHAINS

**The newest and slickest thing out**

For further information, ask the  
**WHITTAKER CHAIN TREAD CO.**  
Boston, Mass.



### LITTLE DAISY REPAIR TOOL

Quickest method known for repairing punctures. Write for prices and full description.

**Franklin Cycle & Supply Co., Columbus, Ohio**

A house where the trade can get what they want in  
**Automobile, Motor and Bicycle**  
**SUPPLIES**

when they want them, at right prices

**MANUFACTURERS' SUPPLIES CO.**  
JOBBER AND IMPORTERS  
Cherry and Juniper Sts. PHILADELPHIA, PA.

## MICHIGAN ROCK MAPLE RIMS —None Better

Made by **LOUIS RASTETTER & SONS, Fort Wayne, Ind.**

**TO THE LIVE MAN** interested in cycling or motor-cycling who realizes the value of keeping informed about all that concerns it this blank is hint enough:

**THE BICYCLING WORLD COMPANY**  
154 NASSAU STREET, NEW YORK

Enclosed find \$2.00 for which enter my subscription to  
**THE BICYCLING WORLD AND MOTORCYCLE REVIEW**  
for one year, commencing with the issue of \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_



## DEALERS' DIRECTORY

## NEW YORK, N. Y.

TIGER CYCLES & AEROPLANE CO.,  
782 8th Ave. Phone Bryant 1268  
THOR, RACYCLE and MERKEL Motorcycles.  
Racycle, Pierce and Tribune Bicycles.  
Repairing, Accessories.  
Aeroplane Wheels, Tires and Other Supplies.

New York Distributors of  
**MERKEL MOTORCYCLES**  
Parts, Repairs, Accessories and Storage.  
**F. B. WIDMAYER CO.**  
Tel. 998 River. 2312 Broadway, New York

**J. F. McLoughlin,**  
**MERKEL MOTORCYCLES**  
244 East 52nd St., New York. Phone, 5635 Plaza.  
Residence, 154 East 49th St.

**T. J. SIXSMITH,**  
New York Headquarters for EXCELSIOR and R-S  
MOTORCYCLES. Expert Repairing, Storing. Spare  
parts for all makes of Motorcycles.  
203 West 100th St., NEW YORK  
Tel.—8861 Riverside.

**J. C. FOLEY,** Motorcycle Garage,  
Jerome Avenue and 165th Street New York  
Agency for Indian, Thor and R-S.  
Repairs, Supplies, Storage.

Distributors for THOR and RACYCLE Motorcycles  
Biggest Motorcycle Garage in New York.  
Reliable Repairing—Power Equipped Shop.  
Oxi-Acetylene Welding and Brazing.  
**MODEL MOTOR GARAGE,**  
318-320 W. 48th St. Phone Bryant 1781

## BROOKLYN, N. Y.

**BEDFORD MOTORCYCLE CO.**  
**BRAZENOR & RUDERMAN,**  
1041 Bedford Ave. BROOKLYN, N. Y.  
"THOR" AND EXCELSIOR MOTORCYCLES  
Repairs, Supplies. Telephone, 769-W Bedford.

**INDIAN and PIERCE Motorcycles**  
Repairs, parts and supplies  
**A. H. PATTERSON,** Brooklyn Agent.  
(Successor to F. A. Baker & Co.)  
1080-8 Bedford Avenue Telephone, 3662 Bedford

**CURTISS MOTORCYCLE CO.,**  
**CURTISS AND MARVEL MOTORCYCLES**  
Repairs and Supplies.  
1203 Bedford Ave., BROOKLYN, N. Y.  
Telephone 3637 Bedford.

## PEEKSKILL, N. Y.

**GEORGE SORENSON**  
Thor and Merkel Motorcycles  
708 South Street PEEKSKILL, N. Y.

## ST. LOUIS, MO.

**HURCK MOTOR AND CYCLE CO.**  
ST. LOUIS, MO.  
Agents Indian Motorcycles..  
All kinds motors repaired and sold.

## BOSTON, MASS.

Bicycle and Motorcycle Supplies.  
**HUB CYCLE CO.**  
44-42 Portland St. BOSTON, MASS.

## NEWARK, N. J.

Newark Distributors of  
**MERKEL MOTOR CYCLES**  
Repairs, Supplies and Storage.  
**Belmont Cycle Co.**  
H. F. SCHNELL 345 Broad St.

## HIGH GRADE

wheels must have  
the best equipments

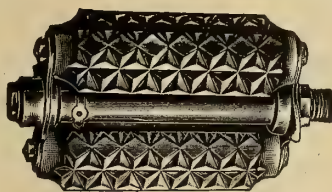
There is nothing that gives more value for the  
money than the use of the

MORSE TWIN  
ROLLER CHAIN

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.  
**SEND FOR CATALOGUE AND TRADE  
PRICE TO**

**MORSE CHAIN CO., Ithaca, N. Y.**

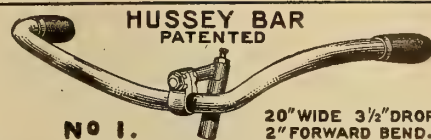
STEVENS'  
Motorcycle Pedals

Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
**ORDER THROUGH YOUR JOBBER.**

**STEVENS & CO., 375 Broadway, New York**

**SEND** for list of bargains previous to our  
removal. We have a number of attract-  
ive offerings. Write today.

**VIM CYCLE & HARDWARE CO.**  
Buffalo, N. Y.

HUSSEY BAR  
PATENTED

**No 1.** 20" WIDE 3 1/2" DROP  
2" FORWARD BEND.  
**Furnished on All Good Bicycles.  
They Help You Sell.  
Specify Them**

**CONSOLIDATED MANUFACTURING COMPANY**  
1709 Fernwood Ave. Toledo, Ohio  
F. C. CORNISH, 219 Clinton Ave., Newark, N. J., Eastern Representative

The **NIGHTINGALE** Whistle  
for any MOTORCYCLE—Assures Right of Way  
Made of Brass **\$4.00** Complete  
F. O. B. New York  
Nickel plated, \$1.00 extra  
**NIGHTINGALE WHISTLE MFG. CO.**  
1783 Broadway, New York

**Supplee Hardware Co.**  
Philadelphia  
**BICYCLES AND SUNDRIES**  
Prompt and complete shipments

**BICYCLE GOODS**  
**Motorcycle Supplies**  
We want every dealer to have our 1911  
Catalogue and Bargain Books. Please  
write us on your letter head for No. 48.  
**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren Street, New York

## SPROCKETS

We Make a Specialty  
of High-Grade Sprockets  
for the Cycle Trade  
**HYDRAULIC PRESSED STEEL CO.**  
CLEVELAND, OHIO

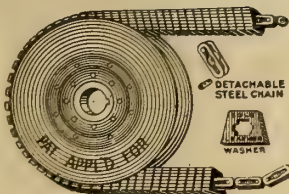
**THE OLD PHILADELPHIA HOUSE**  
Our Catalogue is ready and will be mailed  
for the asking.

**GEO. W. NOCK CO.**  
Jobbers of BICYCLES and SUNDRIES  
126 N. Fourth St., PHILADELPHIA

Every Live Dealer Sells  
DUCKWORTH CHAINS

Whether for bicycles or motorcycles they always are  
in demand, and not to carry a stock of them is to lose  
business. Duckworth Chains are the standard.

**DUCKWORTH CHAIN & MANUFACTURING CO., Springfield, Mass.**



## Faupel's Combination "V" Motorcycle Belt

Any size \$8.00. State size in order.

**Collapsible Funnel** for chamolising gasoline and filling motorcycle  
and auto tanks. Made of aluminum, neat and  
clean. Size collapsed, 3 1/4 x 11 1/4 inches. Price 75c. (Including postage).

**C. F. FAUPEL, 415 Dearborn Street, CHICAGO**





# Empire Tires

WEAR LONGEST

EMPIRE TIRE CO., Trenton, N.J.

## For Safety and Service It must be a SOLAR

That's the verdict of the users of 80 per cent of the high-grade American bicycles.

The test of experience has proved them to be the quality lamps for every purpose—the only lamps absolutely reliable and dependable at all times.

You should have Solars on your bicycles.

**BADGER BRASS MANUFACTURING CO.**  
Kenosha, Wis. [48] New York City

Goods Well Bought Are Half Sold

## 1911 Overland and 1911 Black Diamond BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

**BI-MOTOR EQUIPMENT COMPANY**  
177-179 Portland Street Boston, Mass.

## We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

**J. W. GRADY & COMPANY, Worcester, Mass.**



TRADE MARK



TRADE MARK



TRADE MARK

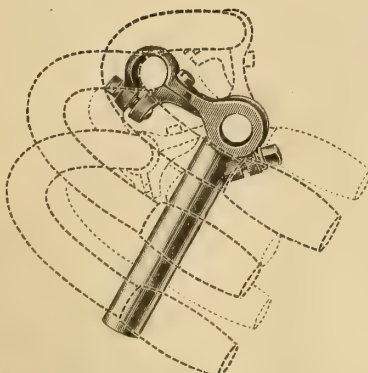
## BEST DROP-FORGINGS

for motorcycles always

## ear this Trade Mark

Let us have a look at your specifications, let us know your needs. We can give you interesting figures at this time.

**ILLINGS & SPENCER CO.**  
Hartford, Conn.



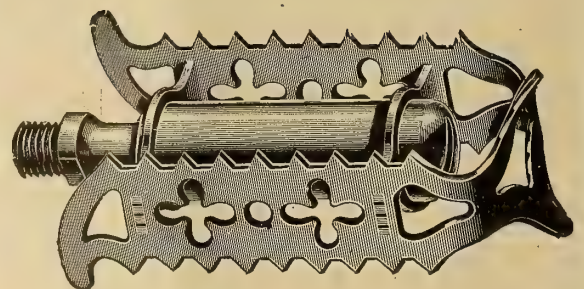
**ECHO ALL-WAYS EXTENSION  
HANDLE BARS.** Fit any stem.

## Keep the Cash Register Jingling with

## FORSYTH SPECIALTIES

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Mud Guards and Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

**FORSYTH MFG. CO., Buffalo, N. Y.**



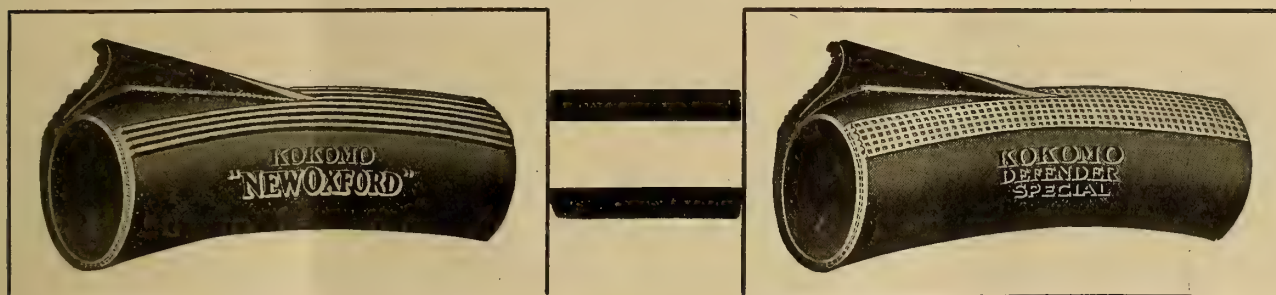
**No. 5—MOTORCYCLE PEDAL. RIGID FRAME,  
RAT TRAP.**

Well made, durable and sold at attractive prices.



More, More, More, More,  
More, More, More, More,

# More Kokomo



# Bicycle Tires

are wanted all the time!

Because they give that genuine Kokomo service and satisfaction that has brought Kokomo Tires to prominence as one of the big factors in the cycle trade.

Are you profiting by what we offer you in Kokomo Tires?

**KOKOMO RUBBER CO.**

Kokomo, Ind., U. S. A.



# ANNOUNCEMENT

of the

## United States Tire Company

**What it is and how it is to benefit every dealer, user and manufacturer of bicycles and motorcycles in America.**

### A BRIEF STATEMENT OF THE FACTS

Four of the most prominent tire makers in the country have joined hands, forming the largest and best equipped tire company now in existence—The United States Tire Company.

Beginning March first, this new organization, composed of the Hartford Rubber Works Company of Hartford, Morgan & Wright of Detroit, the Continental Caoutchouc Company of New York, and the G & J Tire Company of Indianapolis, will handle the tire products of the four named companies.

This announcement is of vital interest to every motorcycle and bicycle manufacturer, dealer and rider, as it affects the three largest producers of Bicycle and Motorcycle Tires in the world—Morgan & Wright, G & J and Hartford.

The four factories and the brand names will remain the same. The dealers' relations with the four companies will remain practically as before. The change will be in the improvement of tire quality made possible by uniting the manufacturing methods, secrets and experience of the most successful producers of tires in the country, and the distinct advantage, from both the manufacturers' and dealers' standpoint of four plants distributed throughout the country.

This combining of the most highly prized and carefully guarded secrets of the rubber industry today will produce a tire that will give the greatest mileage it is possible to obtain from a combination of rubber and fabric.

**United States Tires will combine the best qualities of the three makes of tires which have taken and now hold every existing amateur and professional road and track record.**

The combined selling equipment of the four companies will be at the service of the United States tire users. Branches and agencies in every large city of the country and over four thousand distributors will look after their wants.

No matter where, when or what your tire need, a United States dealer can supply it.



## The United States Tire Company's Message to Dealers.

It is fortunate both from our standpoint and from that of the trade that this new company is composed entirely of the men who have for years handled the affairs of the four individual companies. No dealer who has ever dealt with any one of the four separate companies will need an introduction to the new organization.

The pronounced friendliness of the trade towards these companies developed through years of mutual fair dealing, is an extremely valuable asset and one that we highly prize.

Three district branches have been established. One in New York for the Eastern district, one in Chicago for the Central district, and a third in San Francisco for the Western district. Through these three district offices all the business of the company will be transacted.

This is the most complete line of motorcycle and bicycle tires ever offered. The Morgan & Wright, Hartford and G & J lines of bicycle tires and the Morgan & Wright and G & J lines of motorcycle tires are too well known to need comment.

The distributing facilities of the new organization are unapproached by any other company in existence. In addition to five immense factories, direct factory branches and agencies are established in every large city of the country.

This organization, complete to the last detail in both the manufacturing and distributing departments, will work for closer and more profitable relations between ourselves and the trade, than would ever be possible with a single company's manufacturing and distributing facilities.

**Hundreds of the most progressive dealers in the country now handling these brands of tires will on March first become United States dealers, and begin to reap the benefits of country-wide advertising campaign we will inaugurate on that date.**

We present an opportunity to every big dealer in the country—big not necessarily in business or capital, but large in ability to do big things. We want more dealers of this kind to help handle the increased demand for United States Tires in localities where we are not adequately represented.

If you are prepared to join us, let us know who you are and where you are, on the attached coupon.

**UNITED STATES TIRE COMPANY**

Broadway and 58th Street, New York

Branches, Agencies and Dealers Everywhere

UNITED STATES TIRE CO., New York, N. Y.  
Kindly send me your complete dealers' proposition.  
Name.....  
Address.....  
(B. W.)





# WINS GRAND PRIZE

Form No. 11.

**WESTERN UNION** *Cable Message* **WESTERN UNION**

**THE WESTERN UNION TELEGRAPH COMPANY.**

INCORPORATED  
 ROBERT C. CLOWRY, President and General Manager.  
 THE LARGEST TELEGRAPH AND CABLE SYSTEM IN EXISTENCE. CABLE SERVICE TO ALL THE WORLD.

54,000 OFFICES AND 88,000 ADDITIONAL TELEGRAPH AND TELEPHONE CONNECTIONS IN NORTH AMERICA.

DIRECT AMERICAN CABLES NEW YORK TO GREAT BRITAIN.  
 CONNECTS also with ANGLO-AMERICAN and DIRECT U. S. ATLANTIC CABLES.  
 DIRECT COMMUNICATION WITH GERMANY AND FRANCE, CUBA, WEST INDIES, MEXICO and CENTRAL and SOUTH AMERICA,  
 WITH PACIFIC CABLES TO ALASKA, HONOLULU, AUSTRALIA, GUAM, THE PHILIPPINES, JAPAN, ETC.

Branch Offices in Principal Cities of Great Britain and the European Continent. All Foreign Telegraph Stations accept Messages to be sent  
 "Via WESTERN UNION."

Feb 4 1901

Send the following message, subject to terms and conditions printed on back hereof, which are hereby agreed to.

To Pierce (Pierce Cycle Co)  
Buffalo (ny)

Exhibition here auguro  
grandprix with pierce arneso  
brucatore six motorcycles  
Billuetcia

TRANSLATION—"Exhibition here; have won Grand Prize with Pierce. Prepare and ship upon receipt of our letter six motorcycles."

The above message was received from the Pierce agent in Buenos Aires into which market a great many Pierce machines have been shipped.

## YOU CAN SELL

**PIERCE MOTORCYCLES IN YOUR MARKET. SINGLE CYLINDER AND FOUR CYLINDER MODELS—JUST WHAT YOU NEED.**

Our proposition—"THE AGENCY THAT PAYS" quoted to responsible dealers.

Catalogue "A" free to applicants.

**THE PIERCE CYCLE COMPANY, Buffalo, N. Y.**

PACIFIC COAST BRANCH—Oakland, Cal.



## Everybody Wants a Bicycle—

Are you prepared to reap the benefits of this unprecedented demand?

**"Toledo"** Bicycles have fully satisfied discriminating riders for SIXTEEN YEARS.

Have you investigated the merits of our **HYGIENIC SPRING SEAT POST FOR JUVENILES?**

It is a great talking point for dealers.

*Better write for catalog today and investigate.*

**The Toledo Metal Wheel Co., Toledo, Ohio**

New York Office and Salesroom—381-383 Broadway, Cor. White St.



# Decisive—Significant

The victory of

# Diamond MOTORCYCLE TIRES

## At the Chicago Show

25 machines exhibited on Diamond motorcycle tires.

19 machines shown on highest competing make.

7 makes of tires divided equipment on 38 other machines.

## And at the Garden Show

Diamond Motorcycle Tires equipped **5 Times as many Machines as in 1910**, confirming motorcyclists' preference for the

## Tire Built Right

The tire that is not an experiment.

The tire that has required no "house cleaning."

Built on automobile tire lines—gives greatest tire mileage.

---

ILLUSTRATED CATALOGUE SENT ON REQUEST

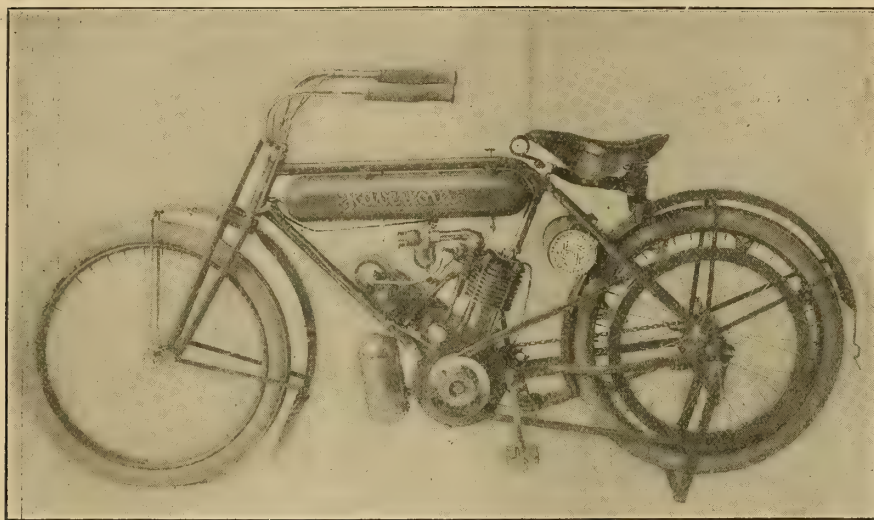
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.



# The Haverford



## Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
 427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.  
 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

### Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

**\$185**

includes:

Bosch Magneto

Schebler Carbureter

4 Horsepower Engine

**\$150**

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

**1911 Models Now Ready**

## Continental= Erie

Motorcycle and Bicycle  
TIRES AND TUBES

If you use, buy or sell tires or tubes, the 1911 Continental-Erie proposition, both as to product and prices, will be worth your while letting us tell you about. We make Continental - Erie auto tubes and sundries, too.



We Give the Jobbers Absolute Protection

## CONTINENTAL RUBBER WORKS

Erie, Pa,

New York Branch — 43 Murray Street





# Again

## AS USUAL

# INDIANS

### WON 100 MILE RACE

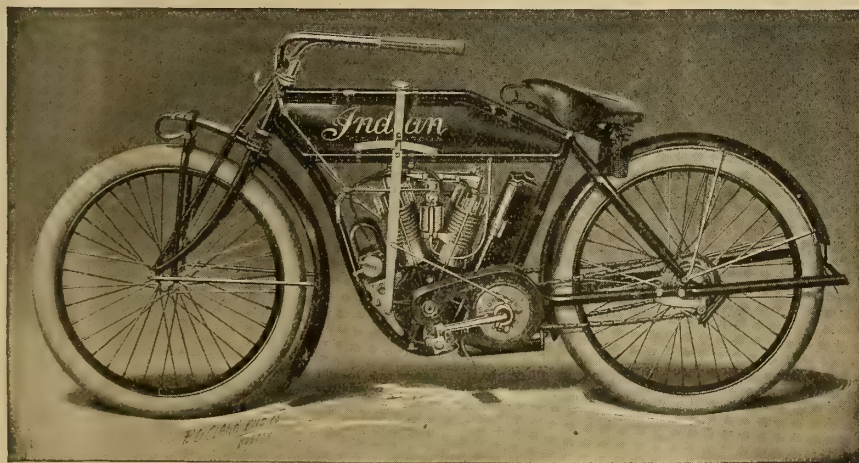
at Los Angeles, February 12, for stock machines.  
Only two INDIANS started. Finished first and second.

### 100 Miles in 100 Minutes

### Demonstrated Superior Endurance, Efficiency, Reliability

The Indian has won every 100 Mile Race ever run in the United States.

Indian  
Quality



Indian  
Power

That Free Engine Clutch Costs You Nothing  
Free Catalogue B Tells All About It

## THE HENDEE MANUFACTURING CO.

### SPRINGFIELD, MASSACHUSETTS

Chicago Branch  
1251 Michigan Avenue

Pacific Coast Branch  
759 Gough St., San Francisco (Temporary)

London Depot  
184 Gt. Portland Street





## How to Satisfy Your Customers and Make Money

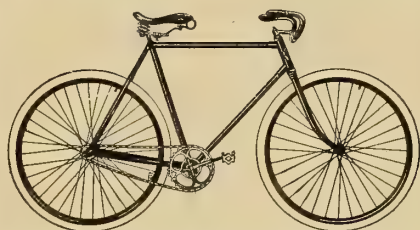


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

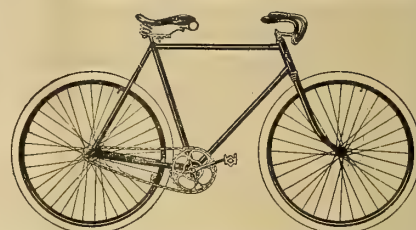


#### The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,  
219 Clinton Ave., Newark, N. J.  
HUB CYCLE CO., Boston, Mass.,  
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars  
and Drop Forgings of every description.



# Pennsylvania BICYCLE TIRES

== For 1911 ==

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



## Note the Big Advantages in Selling This Tire

The Pathfinder Non-Skid Extra Heavy Bicycle Tire—because it is so constructed that lasting repairs can be made easily—will *save* money for your customers. Therefore, it will *make more* money for you.

It will make your customers glad they bought from you, and not only will they come back to buy again, but they will send you new trade—be your best advertisement.

Study the construction, the remarkable *service* qualities in this tire. It will be worth your while.

Two extra layers of the closest woven Egyptian fabric possible and a special corrugation absolutely prevent skidding on even the most slippery asphalt. This tread is part of the tire and cannot be torn loose. It is built right in with the tire and not put on after the tire is made. Besides these points, note that

### The Goodyear Pathfinder Non-Skid Extra Heavy Bicycle Tire

is not made from "reclaimed" rubber from the junk pile, which we could get for 10c. a pound, it is not made from "Borneo" or "Guayule." It is made from the best grade of Para

rubber, fresh from the trees—and as nearly pure as could be put in a bicycle tire to vulcanize properly. This rubber is expensive—but it gives the service to Goodyear Tires that inferior grades could not possibly give.

Notice that all the fabric in this tire is the special closely woven Egyptian. A strip one inch wide has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

You never saw a cover more tough than that of the Pathfinder Non-Skid Extra Heavy. Yet the tire yields and springs in your hands.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear. The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping. Unlike ordinary tires, the Pathfinder Non-Skid Extra Heavy can be repaired by either plugs or vulcanization.

Why don't you join our dealers—in all parts of the country—now doing a big business in Goodyear tires, and increase your own sales? Write us today and see how much more money there is in it for you.



Study  
the  
Construction

Two Extra  
Layers of Fabric  
and Special  
Corrugation

**THE GOODYEAR TIRE & RUBBER COMPANY, Moal Street, Akron, Ohio**

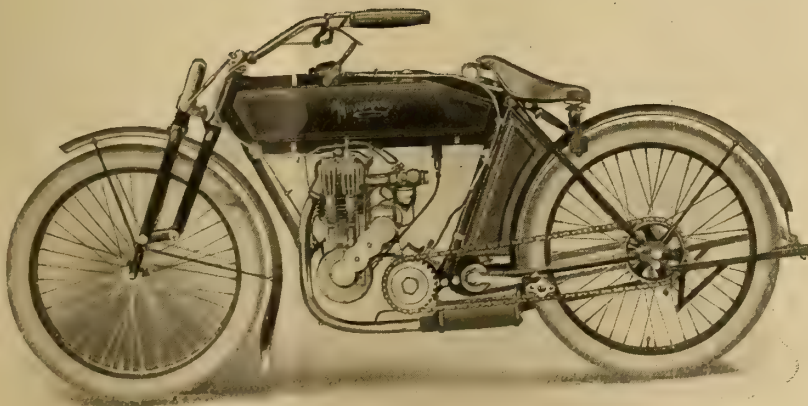
Branches and Agencies Everywhere.

The  
Splendid

IT'S NEW!  
**Minneapolis**

New Five  
Model "N"

WITH UNIT POWER PLANT



THE KING IS COME! After three years in the works, this big, splendid, original-design 5 Single is on the market. The same effective "Minneapolis" Two-Speed Gear, yet better, combined with a tried and tested multiple disc, all enclosed in the motor base with positive lubrication.

**STRONG FEATURES**—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

**Minneapolis Motorcycle Co.**

517 South 7th Street

Minneapolis, Minn.



# FISK

## BICYCLE

## TIRES

### Backed by the Confidence of These Great Wheel Makers

Iver Johnson  
Pierce  
Snell

Pope  
Yale  
Emblem

WHEN a man buys his tire equipment he likes to have some tangible evidence that he is getting the best.

FOR the year 1911 seventy-five per cent. of the expensive and medium-priced wheels will be equipped with Fisk Bicycle Tires as standard equipment when they leave the factories.

ADD this percentage to the thousands of individual users who will re-equip their wheels with Fisk Bicycle Tires because of the better results to be obtained with them, and it will be seen that there is more "reason why" back of Fisk Bicycle Tires than any other make on the market.

FISK BICYCLE TIRES are made in more than a dozen styles, each guaranteed to be the best of its kind for the purpose and price.

WRITE now for Illustrated Booklet.

### TO THE DEALERS

*Now is the time to learn about the complete Fisk Line preparatory to placing Spring orders.*

## THE FISK RUBBER COMPANY

Department E

CHICOPEE FALLS, MASS.

*Direct Factory Branches in Twenty-three Cities*

# Comfort

That's the desire of every man who rides a Motor Bicycle—upon it his pleasure is dependent, and—  
In its attainment nothing will exercise a greater influence than the

## BROOKS—

The original and only genuine  
compound spring saddle

which embodies the springs that absorb vibration within themselves and entirely eliminate all tendency to bounce.

From your own experience you know that such conditions mean luxury awheel—

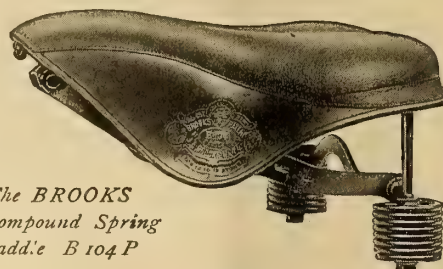
Hence, keep constantly in mind that the springs responsible therefor can only be obtained in Seat or Saddle which bears our name.

### J. B. BROOKS & CO., Ltd.

73 Criterion Works  
Birmingham, Eng.

Sole Agents for  
Motor Saddles  
The Hendee Mfg.  
Co., Springfield,  
Mass.

Sole Agents for  
Cycle Saddles  
Brown Bros.  
Ltd., 22-34  
Gt. Eastern St.,  
London,  
E. C.



*The BROOKS  
Compound Spring  
Saddle B 104 P*



# CLEVELAND BICYCLES



1911 Cleveland Swell Special

and tested by skilled workmen. The Cleveland line includes a variety of styles and models retailing at from \$100 for chainless machines to \$30.

Let us send you our 1911 Cleveland catalogue and dealer's prices.

**THE POPE MANUFACTURING COMPANY, Hartford, Conn.**

## They Sell on Merit

CLEVELAND Bicycles are the kind that can be handled profitably year in and year out by all dealers who have a care both for their present profits and for their future prosperity.

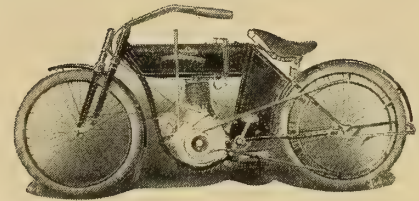
There is nothing deceptive about Cleveland Bicycles. They are just what they seem to be—high-grade, clean-cut, gracefully designed and finely finished thoroughbreds, made from the best material carefully selected

# EMBLEM

**"A joyous velvet-riding scenery changer"**

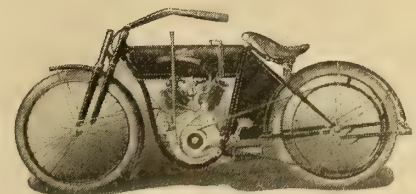
Emblem motorcycles are supplied in 4 horsepower and 5 horsepower singles and 7 horsepower twins. With the variety of options afforded, there are a full fifteen models. Flat or V belt; battery or magneto, or both; ball bearing motor; spring-suspended seat post; internal triangular frame reinforcement, and a host of other good features combine to make the Emblem just suit you.

There are EMBLEM bicycles, too.



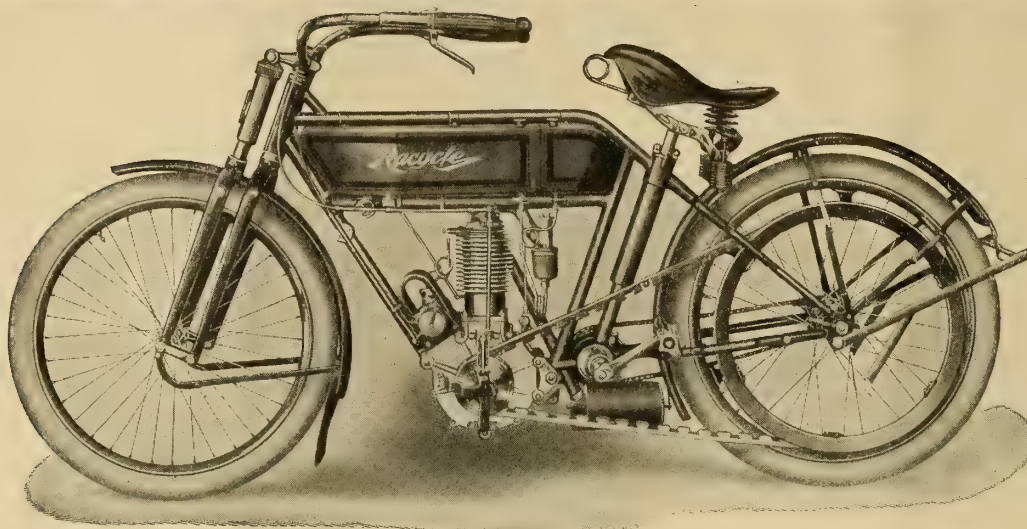
**EMBLEM  
MANUFACTURING CO.  
Angola, Erie County, N. Y.**

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

Free  
Engine  
Clutch  
or  
Idler

For  
**THE**  
*Racycle*

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

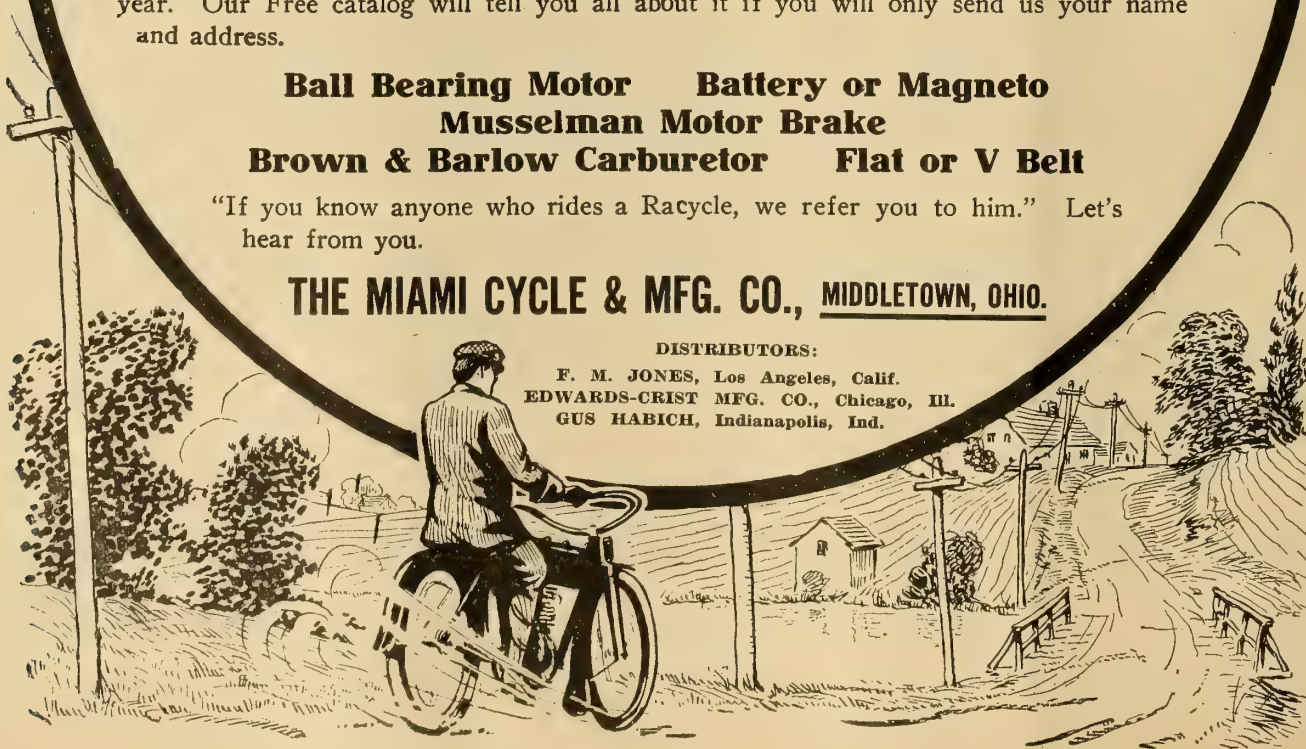
**Ball Bearing Motor    Battery or Magneto**  
**Musselman Motor Brake**  
**Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

**DISTRIBUTORS:**

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, February 25, 1911.

No. 23

## BUYERS ARE DEMANDING MAGNETOS

**Harley-Davidson President Visits the East  
to Get More—Tells of Close Work  
in Engines.**

Walter Davidson, president of the Harley-Davidson Motor Co., Milwaukee, Wis., surprised a few of his New York City friends by making his appearance in the metropolis on Monday of this week. It was no part of his program, he indicated, to make a trail of green and yellow confetti along Broadway where the white lights shine, but the object of his visit was the highly utilitarian one of getting an increased allotment of Bosch magnetos in a hurry, in order to meet the demand of Harley-Davidson agents for magneto equipment on their motorcycles. Davidson says that the agents report that in nine cases out of ten the retail customer specifies magneto in preference to battery, despite the additional price for the magneto. Work on the most recent addition to the Harley-Davidson factory is once more going ahead at a rapid rate, although a slight setback was encountered recently when a part of the concrete work was frozen before it had time to set. When everything is completed, the daily production will jump several notches.

In connection with the interest being exhibited by automobile manufacturers in taking up the manufacture of motorcycles, Davidson has the conviction that most of them will encounter some shocks and surprises when they discover what differences exist between the making of cars and the making of motorcycles. He points out that many automobile manufacturers are well content to have considerable play in the

fitting of pistons to cylinders, shafts to bearings and the like, and that the close work necessary for satisfactory motorcycle practice is something they know very little of.

"Motorcycles are quite a different proposition from four or six cylinder automobiles," Davidson explains. "Where a four cylinder car can have a lot of play between pistons and cylinders without adversely affecting the running of the car or without a serious pound of any kind, a motorcycle engine, in order to be smooth running and satisfactory, must be the closest kind of a fit. We found in the Harley-Davidson that to get the smoothness in running that we demand, we must painstakingly grind the fit down to an exactitude close to one one-thousandth of an inch. Even a play of so much as three-thousandths of an inch will develop unpleasant effects that would not be noticeable on a car. It costs money to work to such exacting standards, as any manufacturer knows, and it is a cost that does not appear in the showy externals of the machine. It is possible to produce motorcycles at a great deal less cost than the present high grade machines, if the expense of accurate grinding and fitting be omitted, but while the machines would look practically the same, the rider would soon discover the enormous difference, and that difference would increase at a terrific rate during a few months riding."

### Rochester Dealer in Larger Quarters.

John Kimpson, of Rochester, N. Y., successor to McKenney and Gilpin, has enlarged his motorcycle and bicycle establishment at 183 West Main street, and has taken possession of a new workshop for the repairing of motorcycles and bicycles. He will continue to represent the Yale in both the motor propelled and the pedal propelled types.

## CANADA COLLECTS ON CATALOGS

**Imposes a Duty on Those Sent by Mail—  
Wholesale Catalogs Alone Excepted  
—The Regulations.**

It is not generally known that catalogs, price lists, fly sheets and other advertising matter, except catalogs and price lists for the wholesale trade, are dutiable in Canada at the rate of 15 cents per pound, and American Consul John E. Kehl, of Sydney, Nova Scotia, is calling attention to the fact, in order that manufacturers seeking Canadian customers may be properly informed. The duty is collectable when the catalogs are imported by mail addressed to individuals or otherwise. The collector of customs usually notifies the sender that the printed matter is dutiable, and if a remittance is made to cover the amount due, the matter will be released and forwarded to the addressees. When the duty remains unpaid for 60 days, the matter is treated as "unclaimed."

Bona fide trade catalogs and price lists of goods for wholesale, not exceeding three to any one address, may be admitted through the mails free of customs duty, provided they do not include almanacs or advertising periodicals or printed matter designed to advertise the sale of goods by any person in Canada.

### Will Distribute Detroit's in the East.

G. A. Bielefeld & Co., 1729 First avenue, New York City, who operate under the style of the New York Bicycle Arcade, have taken on the Detroit motorcycle. They will act as Eastern distributors, and have been assigned a large slice of territory.



**Dealer Purbum's Unique Post Card.**

Pictures clipped from the *Bicycling World* and *Motorcycle Review* have served to enable S. E. Purbum, a motorcycle dealer in Macomb, Ill., to issue a unique souvenir post card. The pictures, which he has been collecting for several years back, show the different models from year to year of such machines as Racycle, Indian, Excelsior, Harley-Davidson, Merkel, N. S. U., Marvel, Yale, Emblem, Detroit and others, together with the original Daimler motorcycle. These have been arranged in frames and then all the different groups massed in one photograph, which latter appears on the back of Purbum's post card. He sometimes uses the post cards as business cards.

**Recommends Alcohol for Greasy Hands.**

According to the investigations of a medical authority in the Prussian army, the best results in the way of giving the hands a real sanitary cleaning after they have become soiled with grit and dirt that soap and water will not remove entirely, are to be accomplished by giving them an alcohol bath, in a solution of the liquid about 99 per cent. pure. This treatment is said to be particularly efficacious in destroying germs, and also is recommended for motorcyclists and bicyclists who may sustain lacerations of the flesh through falls and have particles of dirt driven into the cuticle.

**Corbin Brakes in Honeymoon Trip.**

By the same author as the famous humorous story of "Pigs Is Pigs," an amusing story of a honeymoon cycle trip in the Yellowstone Park, written by Ellis Parker Butler, has been issued by the Corbin Screw Corporation, of New Britain, Conn. The brochure is entitled "An Up Hill and Down Dale Honeymoon," and is both beautifully and humorously illustrated and ornamented in colors. After the honeymoon account, in which the Corbin coaster brake figures, the reverse folds of the pages illustrate the various styles of Corbin brakes.

**Hagstroms Humorously Herald History.**

Breezy reading is provided in "A Story of Three Swedes," which tells a very "human interest" story of how the Hagstrom Brothers Mfg. Co., of Lindsborg, Kan., was born and how it developed its different products, including inside tire sleeves and spark plugs. The book, which is 32 pages and a cover, is by P. E. Zimmerman, the advertising manager, and on its title page bears the offer of "a hero medal if you read it through."

**Magneto is of Early English Origin.**

Contrary to the general impression that exists, that the magneto is a French invention, it really is a child of the brain of a clever English electrician by the name of Seaman. He invented the magneto in Eng-

**ONE OF PHILADELPHIA'S BIG JOBBING ESTABLISHMENTS.**

The Manufacturers Supplies Co., of Philadelphia, has recently taken three floors and basement of the big building at Cherry and Juniper streets, just off Broad street, for its accessory business.

land in 1854, and the first instrument produced was of the generator type, and was used to detect current leaks. It was not until as late as 1905 that the magneto came into use on motor cars for ignition purposes, and shortly afterward it was applied to motorcycles. Today there are more machines using magnetos than any other form of ignition.

**Motorcycles in Latin America Show.**

Motorcycles and accessories were exhibited at the first automobile show ever held in Latin America, which opened in Mexico City, Saturday, February 11. The show also included industrial exhibits and manufactured goods.

**Invite Telephone Calls for Help.**

D. L. Esterly & Co., agents for the Indian at Woodbury, N. J., are setting an example which might be followed with profit by other motorcycle dealers. The

following announcement appears on the firm's printed stationery: "Special attention paid to telephone calls for repairs to motorcycles on the road or towing. Tel. 44X."

**Remedy for Chattering Sounds.**

Chattering sounds that sometimes are made by the brakes are caused by the friction surfaces becoming dry. Oil or grease will remedy the noise, but care must be taken not to use too much or the brakes will be rendered useless. A mixture of oil and graphite of fairly stiff consistency, if sparingly used, will prove an excellent and lasting remedy.

**Engine May be Utilized as Brake.**

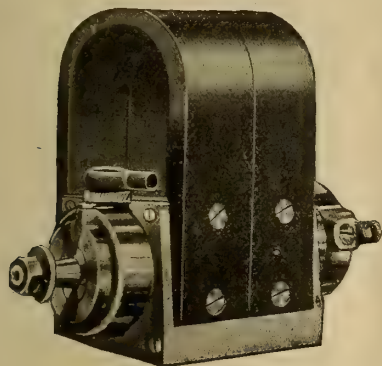
Learn to use the engine as a brake; it saves the machine, particularly the tires. A good driver uses his brakes but rarely, and runs into danger zones on a tightly closed throttle.



**ITS SIMPLICITY IS EMPHASIZED**

**Magneto, Styled the "Swiss," Adaptable to Motorcycles in Single Cylinder Type—Spring Locks for Accessibility.**

Simplicity is one of the major claims made for a magneto produced in Chicago, Ill., and styled the Swiss. It is manufactured by the Swiss Magneto Co., in various types, one size being for single cylinder engines and claimed by the manufacturer to be adaptable to motorcycles, its appearance being shown in the accompanying illustration. In the construction of the magneto the primary and secondary cur-



rents are completely separated from each other on opposite sides. The high tension is generated by means of a double T core, with primary and secondary windings, turning between steel magnets. All parts that require accessibility are fastened with spring locks that can be removed or replaced with no chance of misplacing parts or losing screws.

**Temporary Repairs for Fuel Leads.**

Close proximity of gasoline feed pipes to other parts of the machine, coupled with severe vibration for any length of time, lead to chafing of the pipe and eventual leaks. If such a leak should occur on the road, it can be remedied temporarily by cutting a piece from the rubber tube connecting the generator and lamp, and slipping it over the chafed section of the pipe. If the rubber is a loose fit on the pipe, which ordinarily should not be the case, the ends of the tube can be bound with string or tape. It should be remembered that gasoline is a solvent of rubber, so that such a repair is only temporary and should be made permanent at the earliest opportunity.

**Graphite for Sticking Sleeves.**

Carbureter throttle and air sleeves are prone to stick or bind because of the fine dust drawn in with the air, collecting between the surfaces of the sleeves, and as they usually are a close fit, it does not take much to jam them. The use of oil to keep them free is not advisable, for it has a tendency to collect dust and cause the

binding to occur sooner than it otherwise would. Dry graphite is recommended by one who has tried it, as an efficacious agent in preventing the trouble caused by dust.

**Proper Fitting of Belt Guards.**

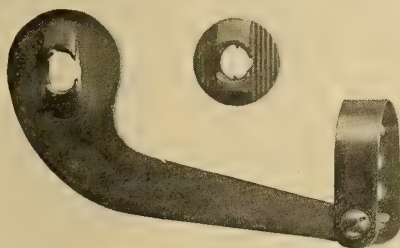
In fitting rear belt mud guards it should be borne in mind that the object of such a device is to protect the belt from mud thrown by the rear wheel. Therefore a rear belt guard should enclose the rear wheel and tire only and not the belt. If the guard is extended to enclose the belt pulley with the wheel itself it will not prevent any mud from being thrown on the belt, and simply will prevent the latter from passing it on to the rider. Most of the mud and water that a belt picks up is collected at the points where the belt grips and leaves the rear pulley, and these are the places where shields between the belt pulley and wheel are most needed. In designing and fitting rear belt guards, care should be taken so to arrange them that nothing will catch in the belt or pulley.

**Short Circuits in Magneto Covers.**

In choosing magneto covers it is well to remember that patent leather is a conductor even when dry and very much more so when damp. The best materials for a cover are rubber sheeting or vulcanized fiber. In leading the secondary cable through the cover of a magneto it is best to carry the wire first through the arch under the magnets and then through a hole in the side of the cover. If the wire is led directly out from the cover on the side the terminal is on, it will make it easier for water to reach the terminal and cause trouble.

**Arm Equipment for Eclipse Brakes.**

By supplying arms interchangeable with the "armless" washers heretofore accompanying Eclipse coaster brakes, the Eclipse Machine Co., of Elmira, N. Y., has made

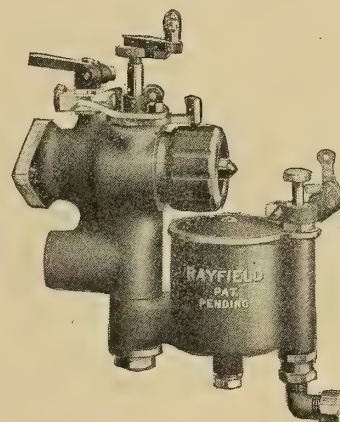


it possible for the brakes to be either with or without an arm, as desired. In the future the brakes will be furnished with the arm, but the armless washer can be furnished as an option, the price being the same in either case, although an extra charge is made where both are supplied for the one brake or where either the arm or the washer is ordered separate. The interchangeable character of the two is indicated by the accompanying illustration, which shows both the arm and the washer. Brakes at present without arms can be fitted with the arm by merely substituting the latter for the washer.

**SPRAY NOZZLE IS TELESCOPING**

**Rayfield Carbureter in Size Suitable for Motorcycles Has Novel Interconnection of Air and Fuel.**

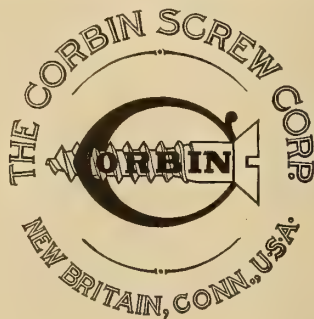
Suitability for motorcycle use has been obtained in a recent model of the Rayfield carbureter by making the device of the non water jacketed type and by employing a compact design and arrangement that is unnecessary for use on motor cars, the field in which the Rayfield of the water jacketed type has met success. The smaller Rayfield, made by the Findeisen & Kopf Mfg. Co., Chicago, Ill., is styled the



Model F, and its general appearance is indicated in the accompanying illustration. The greater part of the air used by the carbureter is heated, both the mechanical and the constant air entering at one opening, to which a hot air connection can be fitted. The mixture is controlled by an adjustable needle valve lift and by a mechanical air opening, operated in connection with the throttle and governed by an automatic valve.

The gasoline supply is controlled by a regulating valve, which telescopes the spray nozzle and is connected to the float. By this device the float level is always maintained, and flooding is prevented, regardless of hills or bumps, according to the makers. The air is admitted from three separate intakes, independent of each other, yet in perfect sympathy with the throttle and motor action, in order to admit automatically and instantaneously the right amount of air required to correspond with the fuel supply, for a correct mixture under all conditions. The tension spring of the automatic air governor is encased in a cage which protects it from dirt and water. Adjustment is very easily made by turning the cage slightly to right or left. The float chamber can be turned at any angle to accommodate whatever location the carbureter may have in relation to the engine at close quarters. This adjustment is obtained through a swivel joint connection between the float and mixing chambers with a nut lock.

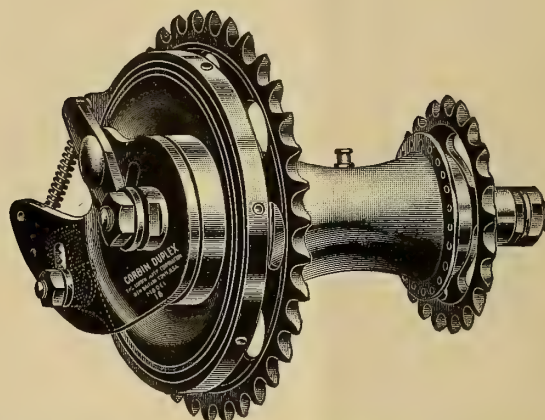




# CORBIN

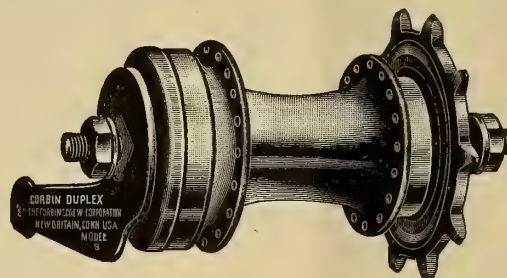
## Corbin V-Band Motorcycle Brake

*Built on a scale commensurate  
with the duties of a high speed  
motorcycle brake.*



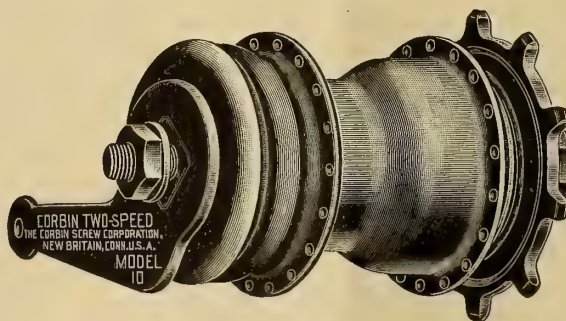
## Corbin Duplex Bicycle Coaster Brake

*In every part and function a truly  
perfect coaster brake.*



## Corbin Two-Speed Coaster Brake

*Giving the cyclist high or low gear  
at will, together with coasting free  
wheel and efficient brake.*



# Corbin Screw Corporation

NEW BRITAIN, - - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

PUBLISHED EVERY SATURDAY BY

**BICYCLING WORLD COMPANY**

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, FEBRUARY 25, 1911.

## Replenishing Fuel in Record Trials.

As is quite well known, records above 25 miles are not kept singly but in multiples of five, as, for instance, 30, 35, 40, 45 and so on. Excepting in the case of the hour record, when it breaks that way, no intermediate records between these multiple figures are kept, which is to say that times for the 28, 31, 43 miles and the like are not recorded or recognized as records.

It will be remembered that DeRosier in his recent record flight ran out of gasoline in the 93d mile. He therefore will get credit only up to 90 miles. If provision had been made for such an occurrence and a can of fuel under air pressure had been kept handy, it is possible that he could have taken on enough fuel to have restarted and broken the 95 and 100 miles marks. Under pressure the gas could have been shot into the tank very quickly, and only a cupful or two was required to have finished the few remaining miles of the century.

In making such replenishments the

amount of time required will be governed by the arrangements provided for taking on fuel and sealing the tank quickly. In fact, a stop might not be necessary at all, for a rider could carry a canteen of fuel strapped to his body with a rubber tube leading to a connection on the filler cap and a shut-off valve. After he had ridden half or three quarters of the way on a hundred miles trial, he could turn the valve and let the contents of the canteen run into the tank. Still another way, and probably the best of all, is to make the tanks large enough to hold sufficient fuel for a century run at full speed.

## Where a Stiff Backbone is Needed.

Recently the city fathers of Cortland, N. Y., decided to increase the city revenue, so they passed an ordinance requiring all motorcyclists to take out a license. Incidentally, when a man stepped up for his license he parted with some of his spare change, else he did not get the legal plate that carries with it immunity from arrest. This money making scheme is not at all to the liking of the Cortland Motorcycle Club, so the members have petitioned the mayor and common council either to rescind the ordinance or else reduce the cost of a license. They indicate that they are willing to submit to a state tax if the money derived therefrom is used for maintaining and improving the roads. In fact, the Cortland motorcyclists bow down still more and say that they are willing to take out a license at a nominal price and carry an identification plate. Here is a chance for the F. A. M. to expend some of its surplus wealth in killing the obnoxious ordinance. Also, someone should instill a little sand into the Cortlandites. It behooves them to become radical insurgents on this license question right away quick, and it is up to the F. A. M. to make itself useful by backing them up when they read the riot act to the city dads.

## F. A. M. Protection for Club Names.

In the decision rendered this week by President Willis, of the F. A. M., denying the application for affiliation of a club which sought to come into the fold under the same name as that of a club already enrolled and recognized, a precedent of far-reaching importance was established. There is nothing in the constitution of the F. A. M. providing for such a situation, for it never before has arisen in motorcycle circles.

The present test case will go on record as the first of the sort, and will have an important bearing on similar controversies over the right to a name that may arise in the future.

President Willis's decision means that the F. A. M. will not receive within its ranks, or recognize, a club that seeks to affiliate under the name of another club that already is affiliated. All affiliated clubs now have the assurance of the F. A. M. that it will stand back of them, and that unincorporated clubs that are affiliated will not be forced to go to the expense of incorporating in order to protect their names.

With a great show of tolerance toward motorcyclists in general, the Cleveland (O.) Plain Dealer nevertheless takes a whack at the very youthful riders who scorch through the streets at a dangerous pace and shave the heels of frightened pedestrians. It commends a pending state measure that is looked to as somewhat lessening the alleged evil. The Plain Dealer, in part, remarks:

"The motorcycle, probably, serves some good purpose. It is admittedly annoying to pedestrians, but really not at all dangerous if ridden and controlled by a man of reasonably mature years. The boy on the motorcycle, however, is both an annoyance and a menace. A bill has been introduced in the Ohio senate forbidding children under 18 to operate motor vehicles of any kind. The suggested penalty for violation is a fine of from \$25 to \$50. There is good sense in the bill. It ought to be passed."

At least one club has decided to do all it can to overcome the misunderstanding and prejudice instilled in the public mind by carelessly dressed riders and broken down machines, and this reformer is the newly formed East End Motorcycle Association of East York, Pa. Among the officers are included an inspector of machines and a manager of uniforms, whose duties, presumably, will be to see that every member's machine is in ship-shape order before starting in a run, and that every member shall preserve a neat appearance at all times when riding. Undoubtedly these two officers will have plenty to do, and it will be interesting to see how the innovation pans out and how neat the riders keep themselves and their machines.



# Coming Events

1911 FEBRUARY 1911							1911 MARCH 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
5	6	7	1	2	3	4	5	6	7	1	2	3	4
12	13	14	8	9	10	11	12	13	14	15	16	17	18
19	20	21	15	16	17	18	19	20	21	22	23	24	25
26	27	28	22	23	24	25	26	27	28	29	30	31	NEW E.
FEBRUARY—SECOND MONTH							MARCH—THIRD MONTH						

February 18-25, Minneapolis, Minn.—Automobile and motorcycle show in National Guard Armory.

February 20-25, Cincinnati, O.—Motorcycle and automobile show in Music Hall.

February 20-25, Hartford, Conn.—Motorcycle and automobile show in Foot Guard Armory.

February 24-25, Keene, N. H.—Consolidated Motorcyclists, Inc., third annual show.

February 25 and 27, New Orleans—Motorcycle races at Mardi Gras speed carnival.

February 25, Buffalo, N. Y.—Black Rock Cycling Club's 15th annual banquet.

February 26, Providence, R. I.—Providence Motorcycle Club's annual banquet.

February 28, New York City—Harlem Motorcycle Club's annual ball at Alhambra Hall, 125th street and 7th avenue.

March 4-5, Oakland, Cal.—Opening meet on Oakland motordrome.

March 12, New York City—Acme Wheelmen's elimination trials for club cycle championships on Pelham Parkway.

March 26, Mineola, L. I.—New York Motorcycle Club's 25 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 16, New York City—Century Road Club Association's ten miles handicap road race, Floral Park, L. I.; open. Rain date, April 23.

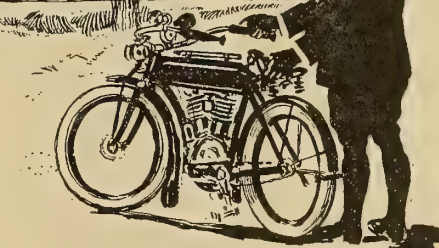
April 18, Buffalo, N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, Floral Park, L. I.—Eastern Division C. R. C. A. spring century road race.

May 7, Brooklyn, N. Y.—Empire City Wheelmen's 15 mile handicap road race; open.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century,



Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 18, New York City—Century Road Club of America's 50 mile bicycle road race.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race, open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 15, 16, 17, 18, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

## How Hour Record Has Climbed in a Year.

Fully to realize just what DeRosier's wonderful flight of over 84 miles in the hour signifies, one has only to be reminded that last May the record stood at 74 miles 667 yards. In exactly nine months, lacking a day, nearly ten more miles has been crowded into the hour by the same machine with practically no mechanical changes. Who now will say that motorcycles and men who ride them do not improve with age? Incidentally, Jake is a notable exception to the quite general rule that most champions decline after taking unto themselves a partner. Since becoming a benedict he has made faster time than ever before. "Oh, well, a guy has to hustle faster when he's married," explains one commentator.

## Another Postponement at Oakland.

If the California racing fans see any doings on the new Oakland (Cal.) motordrome before summer commences it probably will be owing to a bit of unexpected good luck. The opening meet, which surely was to have been held on the 18th and 19th inst., was again postponed to avoid conflict with the speed events that were billed in connection with the Hayes Valley Carnival on Washington's Birthday. If no other excuse for a further postponement arises, the motordrome really may be opened on the new dates announced, March 4 and 5.

## Long Branch Cyclists Card Road Race.

There is perhaps no day in all the year more popular with cycling organizations for holding races than Decoration Day. Several already have been announced for that date, and another was added this week when the Long Branch (N. J.) Cycle Club selected May 30 for the running of its second annual road race meet. It will be an open event.

## TWISTED TRADE TERMS.



"Yale Idler"

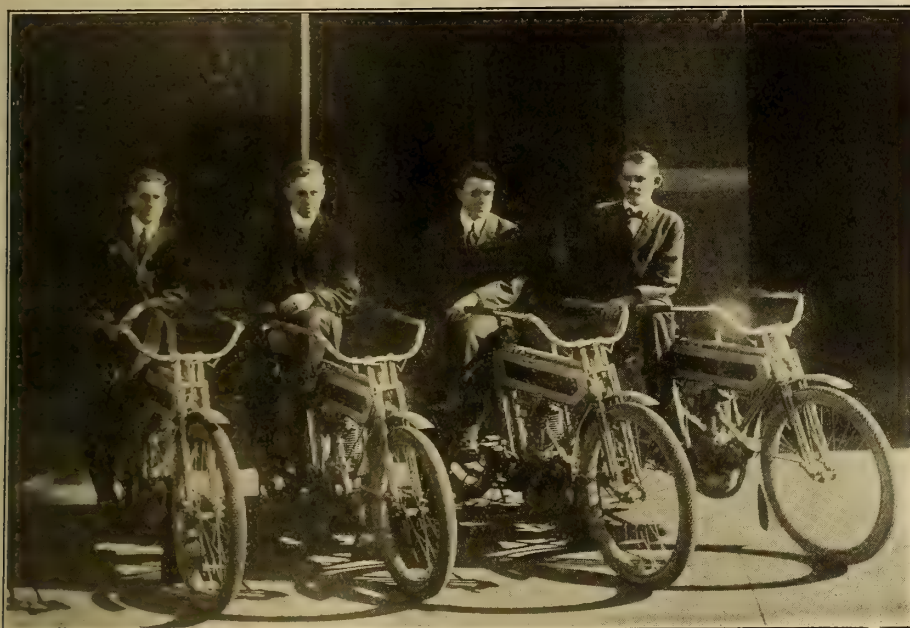


**AWARD QUARTERLY TRIALS TROPHY**

**Excelsior Team is Declared the Winner by F. A. M. Competition Committee—Contest Classifications Defined.**

Results of a mail vote by the F. A. M. competition committee regarding the awarding of the G & J team trophy in the New York Motorcycle Club's 1910 quarterly trials, and several other matters pertaining thereto, were made public this week by Chairman Thornley. The voting was unanimous on all questions, two members not voting. Concerning the disposition of the team trophy, the committee voted that

thorized event, the committee decided to give a clear exposition of its interpretation and also, in order to obviate any chance for misunderstanding, to divide all competitive events into two classes, viz.: Speed contests and reliability contests. Its definition of what constitutes a speed contest is one in which the course must be covered within a reasonable length of time by at least one contestant, otherwise the event will be declared no contest. The referee may declare a speed contest off on account of the weather, the condition of the course, the onset of darkness or failure of illumination. For no other cause shall a speed contest be declared off, except for serious irregularities of management, inefficiency of officers or destruction of records.



EXCELSIOR TEAM, WHICH WINS THE G & J TROPHY

the Excelsior team by reason of having made the highest score, 3,000 points, was entitled to the trophy and requested the G & J Tire Co. to deliver the trophy to the winning team. In the voting on the awarding of the trophy the Excelsior team was not mentioned, being referred to as "Team A," so that the voting might be on an entirely impersonal basis.

Those members of the club who took it upon themselves to ignore and override the club and the F. A. M., by calling off the fourth quarterly scheduled for December 11, are censured severely. Inasmuch as the entrants were officially notified that the last quarterly would be held on December 11, and as four of them actually started and attempted to cover the course, the contest was held to be a legal event and to count in the final award. Those entrants who claimed to have accepted orders from unauthorized members of the club, calling off the contest on December 11, are held to have no redress, and are criticized for having obeyed such alleged orders.

Anticipating that confusion may arise in future as to what constitutes a duly au-

In the case of reliability contests the event shall be declared off only on account of serious irregularities of management, inefficiency of officers or destruction of records. Nothing in the foregoing resolutions shall be construed or interpreted as repealing or amending any of the rules for competition passed and approved by the general assembly of the F. A. M.

**Bay State May Legalize Sunday Sport.**

Among the 1,497 bills filed for consideration before the present session of the Massachusetts legislature are some 30 measures legalizing sports on Sunday in the Bay State. The main object is to permit Sunday baseball, but other branches of sport also are included, so that if any of the bills are passed, motorcycle and bicycle racing on Sunday will be possible.

**First 100 Per Cent. F. A. M. Club.**

Although 70 other clubs got on the national band wagon before it, the Motorcycle Touring Club of New York (meaning the original one) has the honor to be the first 100 per cent, affiliated F. A. M. club.

**RIDES RINGS AROUND RENEL FREAK**

**Whittler Easily Defeats Frenchman—Balke Surprises Los Angeles Crowd by Winning After a Somersault.**

Motorcycle racing in Los Angeles, which has been in a moribund state for the last few months, was resuscitated at the Coliseum on Sunday, 12th inst., but despite the prominence of the riders who took part, only a small crowd turned out. The card had an international flavor by reason of the match race between F. E. Whittler, Merkel, representing America, and George Renel, of France, who recently drifted into the city with a huge 3 cylinder Anzani machine, said to possess something like 22 horsepower. However, it was the old story of David and Goliath over again, for although Renel had slathers of power he could use but a small portion of it on the three lap track. Consequently Whittler trimmed him in two straight heats at four miles each. Incidentally there may be work for the competition committee in connection with the match, for Renel's freak undoubtedly was over the 61 inches limit.

After being hurled from his machine and turning a somersault, Charles Balke astonished the crowd by remounting his Indian and winning the 100 miles race, the feature of the card. Balke led the field almost from the start. At about the half-way mark, his machine skidded badly, the rear wheel having dropped into a hole in the track. After landing he rolled over and over and then lay still for an instant. Then he leaped to his feet, having sustained only slight bruises, and, remounting his machine, which was not injured, returned to the fray. The lap which he lost by the spill he soon regained and won easily. Erwin Knappe, Thor, was second, and Clarence Beggs, Excelsior twin, third. The decision of the judges in this event was very unpopular. It is alleged that the scorers became confused when the accident occurred, and that Beggs should have been given second. Balke's time was 1:40, an average of a mile a minute despite his spill.

The other event, a six miles open, was won by Erwin Knappe, Thor, who defeated Beggs, Excelsior, and Ray Peck, Excelsior, by a close margin. Summary:

Four miles international match, professional, F. E. Whittler, America (Merkel), vs. George Renel, France (Anzani)—First heat won by Whittler. Second heat and match won by Whittler.

One hundred miles free-for-all—Won by Charles Balke, Indian; second, Erwin Knappe, Thor; third, Clarence Beggs, Excelsior. Time, 1:40:00.

Six miles, stock machines—Won by Erwin Knappe, Thor; second, Clarence Beggs, Excelsior; third, Ray Peck, Excelsior. Time, 5:05½.



## HE LIMPS BUT YET HE SMILES

**Buckingham Meets with a Mishap, but Not Until After He Has Triumphed—Battle on Fort George Hill.**

Joseph Buckingham, the genial New York distributor for the Harley-Davidson, thinks that he is entitled to a wooden spark plug or some such decoration as the victim of an unusual accident that befell him last Sunday. However, he is bearing his affliction smilingly, for it followed in the wake of an incident that gave him cause for considerable satisfaction, so that he feels that he is suffering for a worthy cause. Sunday morning Buckingham was out roving around Manhattan on a Harley-Davidson when by accident he fell in with a party of riders whose machines were of a different make. Discussion immediately began as to which machine was the best and the argument, as well may be imagined, waxed warm, although it was entirely of a friendly nature.

Finally it was suggested that the respective hill climbing merits of the Harley-Davidson and another belt driven machine be put to the test. This was agreed to and all hands laid a course for Fort George hill, a famous testing ground. The hill is about 2,000 feet in length, with a Belgian block surface and has an average grade of 10 per cent. It did not take long for Joe to demonstrate that his machine was a better climber than the other make, much to the chagrin of the defeated parties. After they had "been shown" what a single cylinder "H-D" could do in the way of eating up hills, all hands started down town. The defeated riders went to the store of the dealer who sells the machine they rode and told their story. He immediately offered to bet Buckingham a yard of greenbacks that he could trim the Harley-Davidson on Fort George.

Buckingham does not lack sporting blood and he accepted the challenge before the echo of it had died. So off went the two tradesmen to have it out, with several other riders of various machines accompanying them to see the fun. Joe had a battery machine with the usual Harley-Davidson flat belt, and his rival had a magneto model with V belt. Both engines were about equal in power. Arriving at the hill the pair of contestants immediately got busy, and Buckingham trimmed his man not once but several times.

It was while coming back from this second "show me" expedition that Buckingham's mishap occurred. While riding along, a sharp stone thrown up by the front wheel struck his right foot below the ankle. The blow caused a stinging sensation for an instant, but Buckingham thought no more of it at the time. However, when he dismounted from his machine, he found

that he was unable to stand on his right foot, which pained intensely when any weight was placed on it. A doctor was called and he found that the stone had cut through the leather leggin, also through the shoe and stocking, and had strained a ligament and inflicted a bad bruise. So he dressed the wound and sent Buckingham home, telling him to keep off the injured member for a couple of days, and everything would be all right. Joe obeyed orders willingly, and is up and about again, ready to give more demonstrations of speed and hill climbing abilities to anybody that wants one.

### To Give Prizes for Neat Appearance.

The regular fortnightly runs of the Motorcycle Club of Los Angeles, Cal., will be somewhat of a novelty this year. Each member will be taxed \$1 for each trip, and at the end of the season the members who have made the neatest appearance on these runs, both in the manner of dress and care of their machines, will be awarded prizes. At the club's last regular meeting a new set of rules were drawn up and accepted by the members. Hereafter the entry fee will be \$18 and the membership will be limited to 125 members.

### Jerseyites Arrange Tour Schedule.

A schedule of summer tours that will not conflict with race meets is being worked out by the New Jersey Motorcycle Club, of Newark, N. J.

### San Diego Club House Projected.

The Motorcycle Club of San Diego, Cal., is making plans to erect a \$3,000 club house.

## WHITTIER AND BALKE STIR FANS

**Washington's Birthday Races at Los Angeles Develop Rousing Sport—Puncture Spoils a Deciding Heat.**

Motorcycle races at the Coliseum, Los Angeles, Cal., February 22, furnished excellent sport for the coast enthusiasts. F. E. Whittler, on a Merkel, won the three cornered match race—four miles—after losing one heat to Balke, who rode an Indian. McNeil, on a Thor, was the third contender. In the first heat Whittler took the lead from the start, with Balke a close second at the finish. The three riders came to the tape for the second heat with Whittler favorite. Balke took the lead and kept to the front throughout the heat, with Whittler making a game fight. Balke crossed the finish line less than half a wheel ahead. Time for heat, 3:02. When the contestants lined up for the final heat the crowd yelled itself hoarse, and seemed to be evenly divided as to favorite. Whittler shot out for victory, with Balke on his heels. As the second mile was completed, Balke began to crawl up on the leader. But Balke's machine punctured and Whittler rode into an easy victory, winning heat and race. Time, 3:01½. After Balke's tire punctured, Manager George Kraemer, of the Coliseum, suggested to Whittler that the heat be started again, but this was not done.

The six mile event was also won by Whittler. Samuelson, riding an Indian, won the 12 mile race, with McNeil second.



FIVE TEXANS WHO RIDE BEAUMONT-BOUGHT YALES



## WAR ON UNSANTIONED CONTESTS

**Declared by F. A. M. Competition Committee—Chairman Tells What Competition Promoters Must Do.**

Promoters who this year attempt to run unsanctioned events, either on road or track, other than strictly closed club events held by affiliated clubs, are going to get themselves into hot water with the F. A. M. competition committee, according to Chairman Thornley. He regards the running of these unsanctioned open events as small potatoes on the part of the promoters, who endeavor to avoid paying the few dollars required for a sanction fee. Furthermore, he asserts, irregularities and complaints following some of these events have taken considerable of his time to straighten out, and he now proposes to stamp out this "pikerism," which he claims usually leaves a trail of trouble in its wake. In order that all clubs and promoters may know just what to expect he has issued the following ruling regarding events that require a sanction:

"All competitions, with the exception of strictly closed club events promoted by affiliated clubs only, require F. A. M. sanction. This holds good for every form of road event in which any award whatever is offered, or where a score is made, or where there is any time allowance or any competitive test of any description. Speed contests, with the exception of impromptu contests on the road, all require F. A. M. sanction, especially and definitely, contests upon the race tracks where there has been any announcement made beforehand, or any program or any entry blank issued or any admission fee exacted from the public.

"It is absolutely essential for the good of the whole F. A. M. that whenever in doubt, promoters and promoting clubs should apply to me for sanction. It is the unsanctioned event which has paid absolutely nothing into the F. A. M. treasury where the most trouble occurs. I make special reference to road events. Up to the present time the competition committee has not been very strict about requiring sanctions for road events; the result has been that where there has been no supervision over the event all kinds of trouble has occurred, and I finally have been called upon to settle the difficulty; the result being that I have given time of a stenographer, postage and stationery, which belong to the F. A. M., to organizations that have not thought enough of us in the beginning even to apply for a sanction.

"I propose this year to come down hard upon every instance of road competition or track competition which is run off without a sanction, unless it is a strictly closed event, promoted by an affiliated club of the F. A. M. I wish to state again that the

competition committee has no desire to persecute or annoy men who, on the spur of the moment, arrange events, but where it can be shown that there was any preparation whatever for the event it will not be considered an impromptu affair and the riders will be dealt with accordingly."

### Motorcycle Handicap on Long Island.

Motorcycle racing in the East for the 1911 season will be inaugurated by the New York Motorcycle Club, which will hold a 25 mile handicap road race for stock machines only on the Long Island Motor Parkway on Sunday, March 26. The race will be open to all makes of strictly stock machines, which will be handicapped according to horsepower. Racing handlebars will be allowed, but not racing tires or other special equipment. The entry fee will be \$1. The course will be a continuous straightaway one and will be confined to the Motor Parkway. The first prize, a gold watch, has been offered by H. F. Bidwell, manager of F. A. Baker & Co.'s uptown branch, and second and third awards also will be given.

### DeRosier's Micrometers Under Test.

The package containing the micrometers used in measuring DeRosier's Indian after his record ride on the 7th inst., arrived in New York last week and was opened officially by Chairman Thornley on Saturday noon at the offices of the Brown & Sharp Mfg. Co., of Providence, R. I., in the presence of witnesses. The instruments then were left with the makers' representatives to be tested, and the chairman now is awaiting the result of their findings. There was no need of DeRosier sending the instruments along with his affidavits, for no protest had been filed regarding the measurements, or on any other ground for that matter, but he evidently was determined to take no chances on losing his precious new records.

### Balke, Seymour and Dreyer are "Pro's."

As was forecast, Chairman Thornley has transferred to the professional class Charles Balke and Ray Seymour, of Los Angeles, and Walter Dreyer, of San Francisco. He found that the charges preferred against these riders by the San Francisco Motorcycle Club were sustained by the evidence presented. This action will give DeRosier, Whittler and other of the coast pro's competition worth while, and will make for new blood in the trade rider class.

### Ladies in Reading's New Club.

Including in its ranks several lady motorcyclists, the Berks Motorcycle Club, of Reading, Pa., has been launched with 25 members. Its headquarters are at 717 N. Ninth street. The new organization has voted to affiliate with the F. A. M. For the present its activities will be confined to the promotion of weekly runs and the recruiting of new members.

## UPHOLDS ORIGINAL "TOURISTS"

**President Willis Denies Affiliation to Second New York Club Under Same Name as the First One.**

Welcome news for all F. A. M. affiliated clubs and particularly for the original Motorcycle Touring Club of New York, No. 71, is contained in a letter by President Willis, of the F. A. M., to the secretary of the recently organized rival New York club that sought to affiliate under the name of the original and already affiliated club. President Willis denies the second club's application for affiliation under the name around which the controversy hinges. In returning the application President Willis points out that it is not to the best interests of the F. A. M. to affiliate more than one club in any city under the same name. He indicates, however, that should the club be dissatisfied with his decision it has the right to appeal its case to the board of directors. Following is the text of the president's letter to Secretary Graves of the unaffiliated club:

"At my request Secretary G. B. Gibson, of the Federation of American Motorcyclists, has forwarded me your affiliation blanks for affiliating the 'Motorcycle Touring Club of New York' under the constitution and by-laws. It is with regret that I return the same herewith, and have asked Dr. Gibson to also return you your check covering the same.

"In this connection I have to advise that the F. A. M. already has accepted and issued affiliation to a 'Motorcycle Touring Club of New York,' and I do not believe that the best interests of the F. A. M. will be served by issuing two affiliations under the same name in the same city. I am not familiar with the conditions which brought this about and in returning your affiliation am doing so fully believing that I am serving the F. A. M. in the very best possible manner.

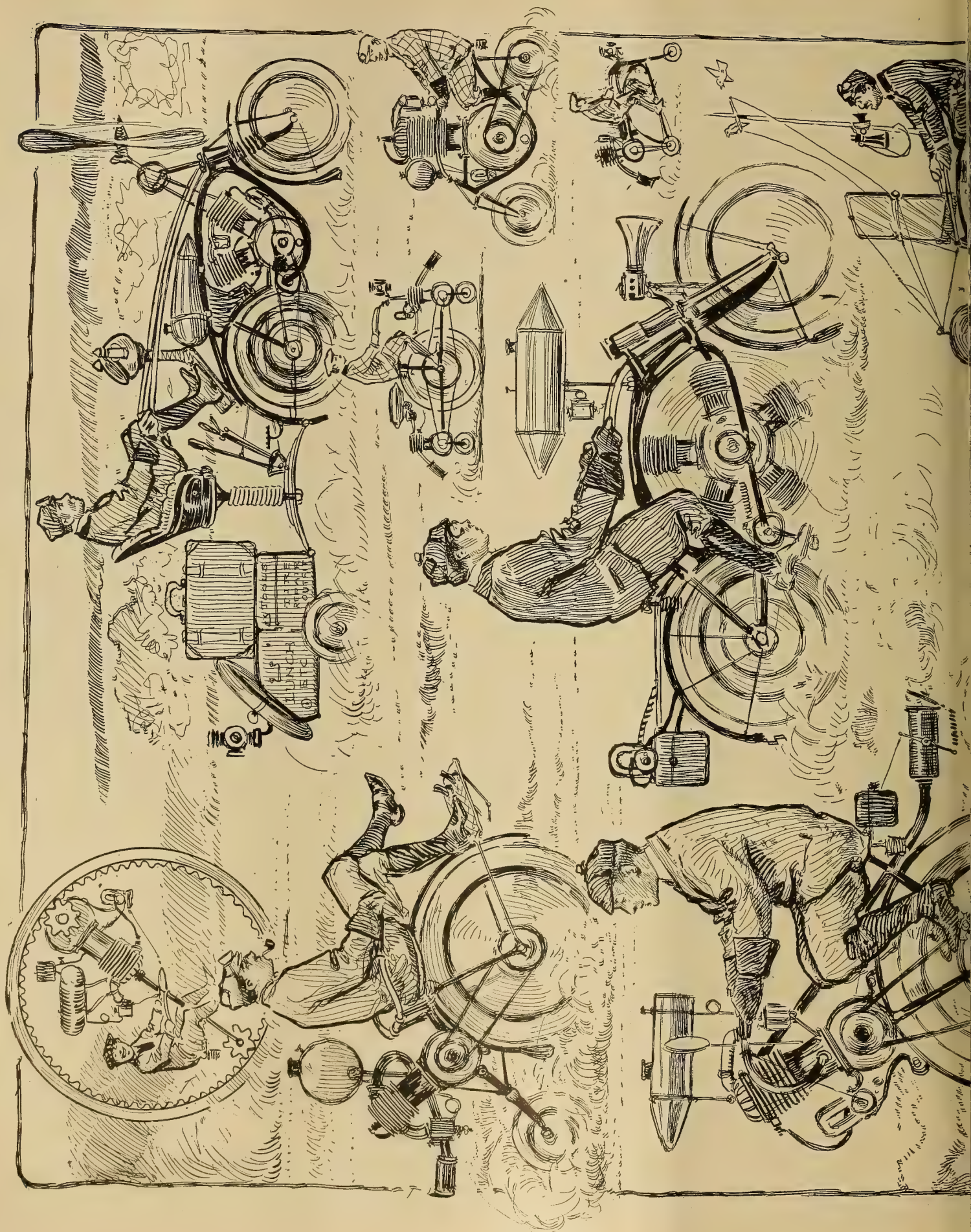
"I regret very much indeed that this may cause some occasion for controversy. Of course you have the right to appeal my decision to the board of directors of the F. A. M., and if it is your desire to have me do so I will be pleased to put this matter up to our board of directors. Personally I would very much prefer to see your club come to an understanding with the other club in New York City which bears the same name."

### Seek to Improve Ft. Worth Pike.

The Lone Star Motorcycle Club and the Automobile Club, both of Dallas, Tex., are working together in an effort to have the Fort Worth pike put in better condition. Riders who have traversed all the roads in Texas declare that this pike is the poorest road they have ever attempted to travel.



When Suggested Constructions All Come True!







Radical ideas are rife in the motorcycle field, and when those who have them are able to reduce their conceptions to mechanical practice and get them on the road, an assortment of types like those shown may be expected.







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## MONROE REDSKINS PLAN POWWOWS

**Wisconsin Motorcyclists Seek to Co-Operate with Neighboring Clubs in Sunday Tours—Impromptu Contests.**

With the fourfold worthy objects of bringing new riders into the clubs, creating more new riders among those who are "thinking about it," bringing more business to the dealers, and stimulating the sport generally, the Redskins Motorcycle Club, of Monroe, Wis., has proposed an alliance with the clubs in Beloit, Wis., Rockford and Freeport, Ill., for the purpose of co-operating on Sunday runs. The project is still in embryo and has no connection with any other Middle Western motorcycling proposition. It purely is a semi-local scheme for bringing the clubs into closer relationship for the purposes mentioned.

It is the opinion of the sponsors that if the clubs named, which are in contiguous territory, will co-operate on Sunday runs these affairs can be made much more successful than if the riders split up into small parties. One of the suggestions advanced in connection with the alliance is to have Sunday tours embracing a range of territory within 50 miles of the cities named, making an effort to attract all of the riders in the district.

An elaboration of this idea is to have, in connection with the tours, impromptu race meets between the riders on their own machines just as they are and without any tuning up. As the section abounds in formidable hills, hill climbing contests also are planned. Good sportsmanship is intended to be the dominating feature of these contests, and an effort will be made to eradicate trade jealousy.

It is planned to concentrate at each city on the circuit in rotation so that all will receive equal treatment and the riders will have an opportunity to get well acquainted within a wide circle. While the project may appear to be quite ambitious in size and productive of a mass of detail that would require a lot of time and work to get matters running smoothly, the originators confidently assert that but a slight amount of work would be required to form the alliance and plan the regular Sunday tours and contests. The proposition now is before the other clubs that have been invited to come in, and their action in the matter is being awaited.

### F. A. M. Jewelry Exploitation.

Having laid in a good stock of watch fobs, stick pins, cuff links, sweater emblems and machine emblem plates, all bearing the F. A. M. insignia, Secretary Gibson now is ready to do business in F. A. M. jewelry and novelties. He has had printed circulars describing the articles in detail, together with prices and detachable

order blank. The watch fob is the leader of the line and is a silver medallion with the F. A. M. emblem in the center in gold plate and blue enamel. A black cowhide leather strap goes with the fob, which lists at 75 cents. The stick pin is a small replica of an F. A. M. standard pin with a long pointed shank for inserting, and is made in two grades, gold plate listing at 50 cents each, and rolled gold, which sells for \$1. The cuff links are in gold plate, and the emblem is the same size as on the stick pin. The links sell for 75 cents a pair. The sweater emblem is made of felt, six inches wide, with the national emblem in blue and yellow, and sells for 50 cents each. For those who want to display on a motorcycle their F. A. M. loyalty there is furnished for the sum of \$1 an emblem plate with threaded post and nuts for attaching to the front mudguard, which must be drilled for a 3/16 inch hole. On this device the F. A. M. emblem is larger than on any of the other novelties save the sweater emblem.

### Comparisons Show F. A. M. Growth.

In going over and straightening out the archives of the F. A. M., Secretary Gibson has culled a batch of interesting statistics showing the yearly gain in membership and the percentage of increase each year since the founding of the organization, as disclosed by the annual reports of the secretaries. The F. A. M. was born in Brooklyn, N. Y., on September 7, 1903, with R. G. Betts as its father, who, with 41 other pioneers, formed the charter membership. Secretary Gibson was one of the 42, and rode down on his machine from Westboro. At the organization meeting he collected the \$2 dues and initiation fee from each charter member and with over \$100 of good F. A. M. money in his clothes rode back the same way he came. It was "some tour" in those days, too—nearly 500 miles. As the table shows, nearly as many new members have been gained in the last six months as during the whole of the fiscal year previous.

Annual Report	Membership	Gain
July 8, 1904.....	192	150
August 9, 1905.....	520	328
June 29, 1906.....	822	322
June 17, 1907.....	1,166	344
June 30, 1908.....	1,622	456
August 1, 1909.....	2,580	958
August 10, 1910.....	4,556	1,976
Supplementary (six months)		
February 21, 1911.....	6,220	1,664

### Three Wichitans on a Fast Ride.

Although they did not know the roads, three Wichita (Kan.) motorcyclists, Max L. Wilson, Paul Garst and E. C. Eshun, rode from that city to Kansas City, 256 miles, in 14 hours, one day last week. The trio started at 7 a. m. and reached their destination at 9 p. m., having averaged over 18 miles an hour, a very good showing even for a veteran and all the more creditable for less experienced riders.

## BUFFALO AFTER NATIONAL MEET

**Road Race of 300 Miles Offered as a Drawing Card—Niagara Falls an Attraction—Club Activity.**

Baiting its hook with the tempting morsel of a 300 mile road race, the Buffalo (N. Y.) Motorcycle Club has gone fishing in earnest for the 1911 F. A. M. meet. The effort for the honor of landing the meet now has become a three cornered one, the other aspirants being Detroit and Indianapolis. In behalf of their city as being entitled to the meet the Buffalonians point out that it is equally accessible from the East and West, so that large numbers of riders could come from both sections without great expense, and that for racing they have an excellent mile dirt track in the Fort Erie oval, which is situated across the Niagara river in Canada.

They also are playing Niagara Falls strong as a drawing card for the meet. The falls are only a ride of an hour or so from Buffalo, and the club figures that the opportunity to see them will help a lot in swinging the meet to that city. To further qualify for the meet the club this week voted to affiliate with the F. A. M. To boost itself locally the club has struck out along original lines, one of them being in taking space at the Sportsmen's show to be held in the Broadway Arsenal during the week of March 25. Club literature will be distributed and the objects of the club and advantages of membership will be set forth. This innovation is to help build up a big membership, which will be used as an argument that the club is sufficiently strong to handle the national meet.

A shuffle board and pool table have recently been installed in the club rooms in the Henkel building, Main and Utica streets, and a monster smoker is "in the works." The latch string is out for all tourists, and if advance notice of their coming is given, a delegation will meet them up the road a bit and make their stay in the Bison City a pleasant one.

### Elmira Motorcyclists to Dance.

The Elmira (N. Y.) Motorcycle Club has appointed a committee, consisting of Harry Burgess, Charles Teasdale and Leon Peters, to make arrangements for a dance to be given before the Lenten season begins. The funds thus secured will be used toward furthering plans for a spring meet. The roster of the club now shows 35 members.

### Memphis Motorcyclists Organize.

Through the efforts of Motorcycle Patrolman Hubert Richmond, motorcyclists of Memphis, Tenn., have organized a club. This club will co-operate with the police in an effort to suppress speeding.



## MT. VERNON (N. Y.) RIDERS IN SOCIAL SESSION HAVE A "SPREAD."



The Chester Motorcycle Association, of Mt. Vernon, N. Y., recently held a pleasant evening of song and story, after which the members gathered for a supper, where no limits were placed on cubic capacity. C. P. Ceralley was the host. A number of prospective members were entertained.

**Affiliation Flood Includes Canadians.**

Like unto the ceaseless flow of Niagara is the constant stream of new affiliations, new clubs organized and new members enrolled in the F. A. M. as disclosed by the weekly budget of grist from the office of the chairman of the membership committee. He reports the affiliation of the Vancouver (B. C.) Autocycle Club on the 19th inst. Its number is No. 82, and the secretary is M. Scovill, 506 Richard street. This affiliation shows that the F. A. M. is not confining its activities to the United States. This makes the seventh club to be affiliated this month, and for the month brings the total of new members brought in by affiliation to 141. Other clubs are in process of incubation in the provinces and are expected to be ready for affiliation soon.

Detroit, Mich., also reports a new club, for which W. J. Taylor, 562 Warren avenue, west, and others are responsible. Affiliation will be consummated shortly. Taylor reports that there will be a fine surplus of new riders on which to draw for members when the riding season opens. Opposite "No. 81" on the list of affiliated clubs stands the name of the Freeport (Ill.) Motorcycle Club, which came, in last week with 16 men. C. L. Bossmeyer, 17 S. Galena avenue, performs the duties of the secretary's office. From Titusville, Pa., Dr. L. A. Badger reports that he soon hopes to organize a 100 per cent. F. A. M. club. He says the riders in that section are of the right stuff.

**Springfield, O., Insists on Tags.**

Motorcyclists must secure license tags in Springfield, O., or run the risk of arrest. Last year fully one-half of the motorcycle owners evaded the city ordinance, but the law is to be rigidly enforced this year, according to the report of the authorities, "even though they go through the streets

so fast that the police can not tell whether or not they are carrying tags on their machines."

**Newport News Now Has a Live Club.**

Organized last November with five charter members, the Peninsula Motorcycle Club, of Newport News, Va., has grown until it now has 16 names on its roster. The officers are as follows: H. S. Bowers, president; J. W. Hester, vice-president; W. H. Jeffery, secretary; J. W. Yost, captain. The club will hold its first contest—an endurance run to Richmond and return—on May 30. The club is lending its support to the good roads movement, and is fortunate in having some ideal stretches of highway in that section. At present the club meets at the Indian agency, but is looking forward to quarters of its own later on. Application has been made for affiliation with the F. A. M. The latching string always is out for F. A. M. members, and tourists who avail themselves of the club's hospitality are guaranteed a royal good time. Interest in motorcycling in Newport News and vicinity is growing by leaps and bounds and nearly twice as many new machines will be sold there this year as last.

**Four More Clubs in F. A. M. Fold.**

Four motorcycle clubs have been added to the F. A. M. affiliated list during February. They are: The Fort Wayne Motorcycle Club, Fort Wayne, Ind.; Tulare Motorcycle Club, Tulare, Cal.; Tampa Motorcycle Club, Tampa, Fla.; Canton Motorcycle Club, Canton, O.

**Savannah Riders on Sunday Runs.**

The Motorcycle Club of Savannah, Ga., plans some kind of a trip every Sunday. On a recent trip Captain George F. Balmer did a few exhibition stunts with his new Excelsior twin cylinder machine.

**Cortland Club to Post the Roads.**

It will not be the fault of the Cortland (N. Y.) Motorcycle Club if tourists in that vicinity lose their way hereafter. In fact there will be no occasion for such an occurrence, for the club at its last meeting appropriated a sum to be expended in erecting sign boards on the roads in the county. It also was voted to make the recent successful banquet an annual affair.

**Canal Zone Imposes Motorcycle Tax.**

Motorcycling on the roads of the Canal Zone in Panama is now more expensive than it was, as the Isthmian Canal Commission has levied a tax of \$10 per annum on motorcycles using the roads in the Zone. In addition, each machine must carry a number, for which \$1 is charged. The motorcycles get off for less than the automobiles, however, which have to pay \$25 per annum.

**Brehmer Heads Zanesville Club.**

Newly elected officers of the Motorcycle Club of Zanesville, O., are Pearl Brehmer, president; J. B. Rhodes, vice-president; Jay Sharpe, secretary; James Whitworth, treasurer; Earl Garrett, captain; Lee Malone, lieutenant. The members of the club were tendered a banquet February 2 by President Brehmer.

**Elkhart Prepares a Busy Season.**

The Elkhart (Ind.) Motorcycle Club has made application to become affiliated with the F. A. M., and is arranging a series of race meets, endurance runs and other motorcycle features for the coming season.

**Macon Motorcyclists Will Smoke.**

The Macon (Ga.) Motorcycle Club has a smoker "in pickle." The club has over 50 members and is arranging a contest schedule for the coming season.



## MORAN GETS "MORAL VICTORY"

Frenchmen, 9,000 Strong, Give American Rider Great Ovation—Tire Puncture Banishes Probable Triumph.

French bicycling fans always have a warm spot in their hearts for American riders, and this was best shown on Sunday, February 5th, when Moran received an ovation for a near-victory that would have been a real one except for an accident in a three-cornered match with Darragon and Guignard. Darragon was a disappointment to his friends—as he has been for the past two months—for the best he could do was to finish two laps to the rear of Moran.

The match was full of excitement and kept the 9,000 spectators on their feet half of the time. For seven kilometers the pace was swift, barely 50 yards separating Guignard, who led, from Darragon, who brought up the rear. Then the leader essayed a runaway, and for several laps flew around the track at top speed. His opponents, however, were there with the answer to the spurt and caught the flying Guignard before the eighth kilometer was passed. The pace then dropped considerably, so much, in fact, as to fall almost a minute behind Lavalade's record for the ten kilometers. Guignard's time was 8:51½.

No changes occurred during the next ten kilometers. At the beginning of the 21st, a fierce duel between Darragon and Guignard began, the former trying hard to pass his countryman and finally succeeding. Moran during this sprint satisfied himself with hanging on to the rear man, but the moment Darragon was in the lead and the two Frenchmen showed signs of being winded, the Chelsea strong man called for more speed from his pace and shot by his adversaries. A lively scramble ensued; Guignard, being quicker in catching the pace, passed Darragon and set sail after the flying Moran. Moran, however, had found a pace to his liking and lapped Darragon three times and the speedier Guignard once. The crowd yelled itself hoarse at this time, and Darragon became so furious at being beaten by the American that he exerted every effort in catching up, the race now taking on the aspect of a duel between Darragon and Moran. As before, in Moran's case, the third man profited by their exertions, and gradually drew up to the leader, finally coming up even with the latter's rear wheel. But Moran saw the danger and for several laps they raced side by side, until Guignard had to drop back ever so little. The time for the 40 kilometers was 34:41½.

With victory practically assured, Moran suffered a puncture, and before he could jump onto another wheel Guignard was a lap and a half ahead. In a raging fury—as the French describe it—the "boule-dogue"

(French for bull dog) chased after the Frenchman and succeeded in gaining a full lap. The remaining few kilometers were covered, however, before he could make up the missing half lap. Guignard thus won by half a lap in 43:52½, but despite the fact that he was the winner the public demanded that Moran ride the "tour d'honneur." French bicycling papers call his defeat "a moral victory."

There was another event on the tapis which is of interest to Americans. It was a ten kilometer race for the Prix Frank Kramer, which was won by Dupuy in 15:18. Schilling was second and Hourlier third.

### Townsend Wins St. Anthony Race.

The three mile bicycle scratch race at the joint sports of the Fifth Company and Knights of St. Anthony, held in the 13th Regiment armory, Brooklyn, N. Y., Feb-

**Morgan & Wright**  
**Motorcycle**  
**Tires**

would not now be ridden by almost every well-known race and endurance rider in the country if they had not conclusively proven themselves to be on a plane above other tires in the matter of speed, dependability and wearing qualities.

**MORGAN & WRIGHT**  
**DETROIT**

ruary 17, attracted an entry list of 18 riders, only four of whom finished in the final. Vanden Dries, of the N. Y. A. C., winner of the first trial heat, was disqualified for throwing Goodwin of the Irish-American Club. The winners were: J. Townsend, New York A. C., first; T. F. Murphy, 23d Regiment A. C., second. O. C. Brandes, Eighth Regiment A. C., third. Time, 7:48¾.

Many of those who closely observed the "spill" in the first heat claim Vanden Dries was in no way responsible for it and should not have been disqualified on that account.

### C. R. C. A. Ball All-Night Affair.

The Century Road Club Association, of New York City, held its eleventh annual ball on Washington's Birthday eve., 21st inst., at Westminster hall, on Lenox avenue at 114th street. Despite the fact that it was the first time that the association had held an affair of the kind so far up town, the attendance was excellent, and the social gayety of the occasion was uninterrupted until almost daylight.

## WALTHOUR LOSES TO LAVALADE

Latter Wins Three Straight Heats—"American Day" at Paris Sports—Moran Wins 40 Kilometer Race.

It was American Day at the Paris Palais des Sports, Sunday, February 12, but in the only event in which an American opposed a Frenchman, the latter was an easy victor. Walthour was humbled thrice in succession by the speedy Lavalade, leaving little doubt in the minds of the Parisians as to who is the better man. When Bobby Walthour agreed to tackle the redoubtable Lavalade, he knew he had bitten off a good deal, but he never expected to choke over the bite. However, Monsieur Lavalade defeated him decisively in three straight heats of 15, 25 and 10 kilometers, respectively. Walthour lost by 2½ laps in the first heat, by a fall in the second heat (when but three laps to go, and one lap behind the Frenchman) and by 4½ laps in the last heat.

The 40 kilometers tandem-paced race between Moran, Macfarland and DeMara ended with Moran, the Chelsea "boule-dogue," an easy winner, DeMara one lap to the rear, and Macfarland three laps to the bad. Moran led from the start and had sufficient speed to forestall or fight off the various attempts of DeMara to get by. He succeeded in lapping the latter in the 22d kilometer. From that moment on DeMara had no chance, as Moran would not permit him to get as much as a dozen yards lead without pulling up immediately. The 40 kilometers was covered in 48:53½.

Brocco, who had challenged the winners of the six hours race, Charron and Rousseau, to ride as a team against him, lost his match on account of a bad fall. He had, earlier in the evening, raced a pursuit match for the golden brassard against Beyl, and lost it after a grueling ride of 10 kilometers. When he appeared for the handicap match against his two opponents he was visibly distressed and pale. For eight laps the pace was furious, and Brocco was riding head down over the handlebars, when Rousseau circled the track slowly preparatory to picking up his partner. Brocco rode with full speed into Rousseau's back, sending the latter flying over the handlebars and himself rolling along the track for about 20 yards. He was too dazed to continue the race, and Charron-Rousseau were declared the winners. Beyl, flushed with his victory over Brocco, immediately issued a challenge to Charron and Rousseau under the same conditions as the match with Brocco, and from his good showing is picked as the probable winner.

### Dull Finish Popular with English.

According to advices from abroad, the bicycle with "all weather" finish, which means one without any bright parts, is enjoying a boom in Great Britain at present.



# ADVENTURES AWHEEL IN YELLOWSTONE PARK

Touring that Proved a Mingling of Marvels and Humors—Marauding by Hungry Bears—A Visit to the "Paint Pots" and the Geysers—Why the "Sagebrusher" Swore—Fire Burning under Water—A Road and a Mountain of Glass.

[Motorcycles, along with other motor propelled vehicles, are still barred from the sacred precincts of Yellowstone Park, but steps are being taken to have them admitted to the park, under certain restrictions. When this is effected, the most wonderful objective point for Western touring will exist for motorcycles as it does at present for bicycles. What the park holds for the tourist awheel is indicated in this lively account.]

We entered the Yellowstone Park at the west entrance, Yellowstone, Mont., riding across the boundary line to a thickly-forested plateau, early one morning in August. Having determined to tour the park independently of the hotels and staging companies, we had brought along bicycles and blankets, and were bent upon sleeping in the open, upon cooking over our own camp fires and upon riding our machines wherever a wheeled vehicle could go. The necessary camping outfit we had planned to forward from point to point within the park by means of stage coaches, freight wagons and pack trains.

Hardly had we pedaled across the line, when a high-wheeled tallyho, yellow in color, swung around a curve in the pines ahead. Sighting us, the driver pulled up his six horses with a jerk. "Hey, there!" he yelled. "Git them machines off'n the road." We dismounted; shoved the offending bicycles to one side. "Further yet," he called. We dragged them back 20 feet. They were yet too close. Not until they were out of sight could he whip his team past.

"Great Scott!" groaned Bob, "we'll meet hundreds of them. If they're all like this—" Fortunately for us, however, none of those met later was so suspicious as these. The park coach horses, nevertheless, are skittish brutes. While riding behind them one would not care to meet a motorcycle or automobile on a narrow grade. But since these machines are forbidden the park, the five and a half days coaching trip is at present more uncomfortable than dangerous.

A mile from the entrance we came in sight of a log cabin in a tiny clearing. On the cabin's porch a squad of khaki-clad soldiers were loafing. Here was the west boundary registration station and guard, where everyone not traveling in the licensed stages is required to register. The sergeant in charge took down our names, addresses and purpose in the park; and also gave us a copy of the regulations. We learned that it was unlawful to "soap" the geysers, despoil the formations, molest the animals and carry firearms; furthermore, that all

cyclists must dismount upon meeting a team, and give warning before passing one from the rear. Bob was anxious to know whether or not he must hide his machine in the brush, but the sergeant had nothing about that in the general orders.

The road from the soldier cabin led along the winding Madison River to its source, the junction of the Gibbon and Firehole. The vicinity of their confluence is the birthplace of the park; it was while here that a member of the Sloan Washburn explor-

hotel, we came in sight of the Norris Geyser Basin. The geysers at Norris are very small and unimportant in comparison with those of the other basins. But it was our first sight of these wonders, and much interested we watched the Constant and Minute Man play, both of which every few seconds threw jets of water to a height of 25 feet, playing like intermittent fountains, and discharging countless gallons of boiling water to drain away in little rivers across the white, calcareous formation. The



ENTRANCE ARCH TO YELLOWSTONE PARK, AT GARDINER, MONT.

ing expedition of 1870 proposed the setting aside of this region for "the benefit and enjoyment of the people" for all time. In the little valley, where these streams come together, the road forked; one branch bearing south to the Upper Geyser Basin and Old Faithful Inn, the other toward the north, Norris Geyser Basin and Mammoth Hot Springs. We turned to the north, riding along the canon, past the cascades and pools of the Gibbon River for many miles; skimming often over grass-grown meadows, warm in the sunshine, to plunge again in the shade of the pines; passing hot springs, some of black mud, others either of crystal clearness or tinted in all the delicate shades of hot-house flowers. Once a band of deer crossed the road ahead of us. Every stone pile at the roadside was the home of chattering squirrels or of brown-coated woodchucks.

The sun was still high in the day when coasting down the long hill before the

basin's surface is so hot that snow never lies upon it, even in the middle of winter, and so thin in places that board walks have been laid down to keep the visitor from breaking through into what only his Satanic Majesty knows is beneath.

We camped that night near the hotel, spreading the blankets under the protecting branches of a Douglas fir. At midnight I awoke; the fire had died out; the stars twinkled frostily overhead; the tips of the fir's needles were glistening white. Suddenly, away in the darkness behind us, a geyser played with a sputter and roar seemingly twice as great as in the daylight. It made the night hideous for a dozen minutes, finally dying with intermittent little noises. When all was silent again I pulled the blankets closer about me and fell asleep.

Hardly were the coffee and the bacon put away the next morning when a prairie schooner hove in sight. It was a typical



"sage brush outfit." "Sage brusher" is the name given to all camping parties in the park by the soldiers and employes. The tourists, by the way, are known as "dudes," and they hurry breathlessly around the Circuit Road, not in Concord coaches, tallyhos or stages, but in "dude wagons." Bob and I were sage brushers of a mixed breed.



MAMMOTH PAINT POTS, WHERE "LOCAL COLOR" IS PLentiful

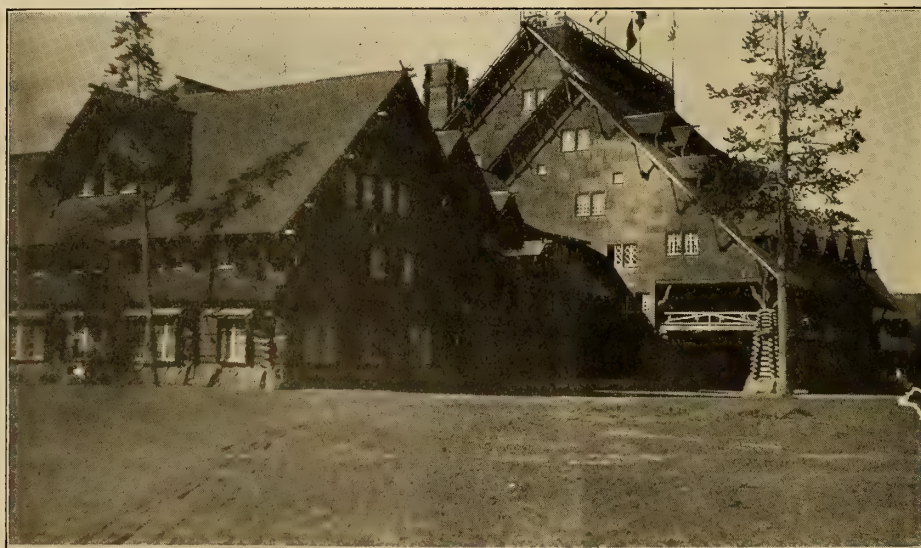
Later, near the Grand Canon, we met a man from Pennsylvania hot-footing it along the road, and wearing neither hat nor coat. He slept, it seemed, wherever he could borrow a horse blanket, and took greater chances with his meals. He was known all along the Circuit Road as a "hand brigade." Bob and I, walking much of the time, were crosses between "sage brushers" and "hand brigades." The prairie schooner, which Bob halted opposite our camp, was driven by a man from Utah, a Mormon; he, with his wife and children, had driven all the way from Salt Lake City. They had just come from the Grand Canon, and were going to the Mammoth Hot Springs. Good naturedly they allowed us to stow our baggage away in their schooner's hold.

All that day we idled along the road, coasting down the hills, passing and re-passing the government sprinkler wagons, long strings of coaches filled with tourists and heavy-laden, slow-moving freight wagons. We stopped to snap our kodaks at Roaring Mountain, a barren hillside from whose numerous vents wisps of steam arose. The nearby trees, mud bespattered and half burned, bore evidence of the violence of past eruptions. A few miles further on we rode by Obsidian Cliff, the "Glass Mountain" out of which in earlier days many a trapper wove a yarn. For more than a mile along the Cliff's base the road is ballasted with the glass—the only glass road in the world. It is said that the army engineers, finding dynamite of little use in clearing this cliff from the right-of-way, shattered the glass by building great

fires against it, and dashing cold water over the heated surface.

That night we camped at Willow Creek, the "sage brusher" pitching his tent nearby. He and his family drove away very early the next morning, long before Bob and I had crawled from the blankets. We spent a week of pleasant days at Willow

Creek trout fishing—the stream is well stocked with rainbow, brook and mountain trout—watching the beavers, which had inundated the lower end of the meadow with a system of willow-work dams, and photo-



OLD FAITHFUL, INN—A MARVEL OF "ROUGHING IT" LUXURY

graphing the many wild animals about the camp.

One morning, hoisting the grub box into the top of a slender pine sapling out of reach of the bears, we took again to the road. From Willow Creek the way led along the mountain side through mile after mile of magnificent pines, and then opened at last to a level plateau covered with glacial drift and surrounded with chain upon chain and peak after peak of moun-

tains. Away to the north towered Electric Peak, famous for the storms that play about its brows. South of it, and a dozen miles from where we entered upon the plateau, Bunsen Peak and Terrace Mountain cut the skyline, separated from each other by a narrow pass, the Golden Gate, through which we were to ride. South and west of the Gate a long series of peaks—Quadrant, Bannock, Huntley and Holmes—raised their heads, hoary with the snow of many winters. The road spun under us; mile after mile went by with little effort. The day was warm and cloudless; the scene magnificent; the air pure and clear as it is only in the high tablelands of the Rockies. We entered the Golden Gate, coasted down its concrete viaduct, swung past the indescribably grotesque Hoodoos and sped through the Silver Gate, to come at last to a stop before the beautiful castled terraces of the Mammoth Hot Springs. Bob pulled out his watch. We had covered the three miles from the entrance of the Golden Gate to the Springs in less than six minutes.

Mammoth Hot Springs! We might have gone home now; here was our money's worth. Rising a thousand feet from the plaza on which we stood was a mountain, dirty white in color, but broken by many terraces of various hues, giving it the appearance of some immense and exotic garden. Directly overhead was Jupiter Terrace, dyed in a hundred shades of brown and cream and gold. Over its edges the

water dripped unceasingly. Near Jupiter was Minerva, changeable in color, sometimes in rainbow tints, but now wearing a garb of dull, ashen grey. Not far from her was the Pulpit, an enormous fringe of stalactites hanging from its edges. Winding in and out among the terraces led a trail from the Plaza to the Devil's Kitchen, and the Stygian Cave, the latter bearing an evil reputation because of its poisonous gases. We were standing beside the Liberty



Cap, the 40-foot high cone of an extinct mineral spring; behind us was the hotel, curio store, the barracks, officers' quarters and other buildings of the post. On a hill to the left stood old Fort Yellowstone, of historic interest. Mammoth Hot Springs is the capital of the Park.

Four miles farther north and over a thousand feet nearer the sea level is the north entrance, Gardiner, Mont. Gardiner is not a pretty place; it consists of one long straggling street built up on one side only—the side fronting the Park. It is on the line; has come as near the Park as it could get. Across from this street a small band of antelope were feeding in a field. Three times I tried to get a picture of them, but before I could get within range the timid creatures, after raising their heads and gazing at me for a second, would tear away with the speed of the wind. We had hoped to obtain some parts for a worn-out pedal while in Gardiner, but what was our surprise to learn that no one in town owned a bicycle nor did any of the half-dozen stores keep cycle supplies. A small boy, however, was found who possessed an old pedal, the very thing wanted, and this he traded to us for some fish hooks that had caught his fancy.

The next morning, with a sack of camp supplies strapped to the handle bars of each machine, we began the long ascent to our camp at Willow Creek, where we arrived at sundown. It was a scene of wreckage that met our eyes when we pushed through the brush back of the camp. The grub box, slung high in the air the day before, was now upon the ground, battered and broken; the tree up which it had been hung was scratched and claw marked. Scattered about beneath it were empty flour sacks, flattened milk tins, kettles and pans; our beans and coffee had been planted in the pine needles and dirt; while sufficient rice had been strewn about the landscape to start a wedding party. Our bacon, sugar, dried prunes and syrup, however, had disappeared, sacks, rind, can and all. Fifteen miles from the nearest store, and not enough grease in camp to grease a skillet! We gazed at each other speechless. Finally, Bob spoke:

"I can forgive the bear, but if I ever meet the idiot who started the rumor that a bear can't climb a small tree, there surely will be something doing!"

The Park is overrun with bears. They are thicker than fleas on a dog's back, and about as troublesome. The "sage brusher" has no mosquitoes to pester him, neither does he need to shake his blankets out at night as they do in a rattlesnake country, but if he does not have his slab of side meat stolen from under his very nose at least once on his trip, he is very lucky, that's all. Only eternal vigilance keeps the "b'ars" out of the grub box; a camp fire, even a roaring one, is a little more than useless. One bear stole a fish that I had hung by the fire to cure. Nor are the "sage

brushers" the only ones to suffer. The soldiers slept for many nights this summer in the kitchen of the Canon Hotel. A bear had been smashing in the door and raiding the pantry each evening. The soldiers were

A colored cook of a freight outfit bound for the canon gave us a small piece of bacon fat, sufficient for cooking purposes, until we could purchase more. Said he:

"You think a b'ar can't climb a li'l tree?"



LOWER FALLS OF THE YELLOWSTONE—ONE OF THE WORLD'S SIGHTS

laying for it. Some of these days an outraged and destitute camper, smarting under wrongs for which there is no redress—for one must not molest the bears—will climb the Entrance Arch at Gardiner and alter the inscription carved thereon to read: "For the Benefit and Enjoyment of the Bears."

Well, you'll sho' stahv to def in yeer. I done see a b'ar climb a tree so li'l dat it ben' over 'til his hin' laig done touch the groun'."

One of these wagons next day carried our outfit to the canon, and two days later we rode down to the brink of the Great



Falls of the Yellowstone. The Canon of the Yellowstone has never been described. Pen, camera and brush alike utterly fail to picture it. It is not its immensity that awes the spectator. "You could put three or four of these canons into the Yosemite and then dump the whole lot into the Grand Canon of Arizona and hardly find them," writes Reau Campbell in his guide book. But the riotous splendor of its coloring, the almost oriental magnificence of its golds, browns and yellows, spread in a million shades and tints upon its turrets and walls will live forever in one's memory.

We gazed down into its depths from Inspiration Point below the Lower Falls. A volume of water thirty feet thick at the brink leaps to burst into a cloud of spray and foam more than 300 feet below, then tears madly away in a ribbon of green flecked with white. Away below us, straight down hundreds of feet, tiny jets of steam arose from geysers at the water's edge. Up and down the canon, so far beneath our feet as to seem mere specks, two eagles sailed in ever narrowing circles, alighting at last upon a crag beside their nest.

Opposite from the other wall projected Artist's Point, from which Thomas Moran painted his picture of the canon and the Lower Falls. We crossed over to this viewpoint next day, and descended the Old Uncle Tom's Trail to the river bed at the foot of the falls. There, with the spray falling like fine rain about us, we fished rocks, heated on their under sides from the bed of the stream. Hot rock from the bed of an ice-cold stream! Not strange that this is called "the Wonderland."

We had made our camp close by the soldier's cabin near the Upper Falls. One of the soldiers doing duty as "bear guard" (keeping foolhardy tourists from becoming too familiar with the bears at feeding time) had many stories to tell.

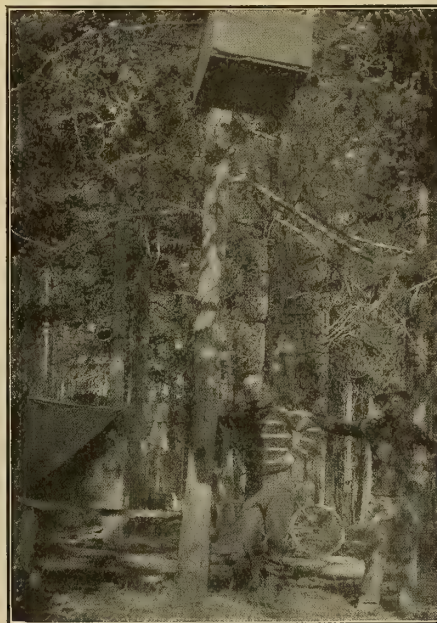
"We had a little black bear gentled once," he said. "It used to sit in a chair and eat out of our hands; but one day a rooky gave it a bacon rind, and that night it busted in the kitchen door and stole three hams and a slab of bacon. We keep our meat up a tree now, and that bear doesn't like it around here any more."

"Keep it up a tree?" I inquired, thinking of our own experience.

Then the soldier showed us two pines, sheathed with flattened oil cans for a height of 12 feet, supporting between them a pole from which hung a block and tackle. The tin about the trees was scratched and full of holes, but the soldier assured me that the arrangement was entirely bearproof.

While camped at the canon we made the trip to Mount Washburn, often called "the finest drive in the world." The peak, lying 11 miles north of the Canon Hotel, is about 11,000 feet high, one of the highest points in the Park. For the first seven miles the road runs back from the canon through a magnificent forest, and ascends steadily in an easy grade not too steep to

ride a bicycle. The last four miles, or from where the road branches to Yancey's and Tower Falls, we shoved the machines ahead of us, winding and twisting backward and forward up a corkscrew road so



HOW THE GRUB BOX HANGS

crooked that often the mile posts were but a hundred feet or two from each other in an air line. Up and up we went, the view spreading and opening before us in ever-enlarging sweeps. The wind blew colder and stronger with every hundred feet. The forest thinned out and gave way to scrub pines, which in turn disappeared, leaving only shrubs and lichens. Once we paused



IMPUDENT IN HIS SECURITY

for breath and looked back below us; the road twisted and wreathed with the convolutions of an enormous serpent.

At last we were at the top, standing upon a table, fenced in and leveled, save for a tiny heap of stones in its center, the original summit of the mountain. The view took our breath away; its sweep and distance was magnificent beyond words. The

canon appeared as a little gash in the hills away to the south; the ribbon of silver was the lovely Yellowstone River, while two white dots were the Upper and Lower Falls.

At length the sun hid its face behind a cloud; the wind blew colder; a few snow flakes fell. It was time to go back. With the brakes shrieking and the oil in the hubs smoking, we dropped down into the valley, 2,000 feet below.

The next day a "sage brusher" bound for the lake came by. We bargained with him to carry our baggage.

"Are you not going to stop at the canon?" I asked him.

"No, I reckon not," he replied. "We drove up ter Lookout Point, but didn't see nothin' but rocks and the falls. Say, the fishin's pretty good at the lake, ain't it?"

I believed that it was, and he drove on. He was one of a type that visits the Park. At Old Faithful Inn I met another. She was a Chicago woman, and she sat near me addressing post cards when suddenly someone called that Old Faithful was playing. It was a moonlight night, and the geyser was a fountain of incomparable beauty. The Chicago woman had arrived late in the day, and would go on early the next morning, but she never looked up from her post cards. "The geyser's all right, I guess," she remarked, "but I've got to get these cards off."

In a grove of trees we pitched our camp, a step from Lake Yellowstone, stretching the tarpaulin between two pines for a shelter, and, with the aid of two flat stones, two forked sticks and some discarded baling wire, making a rather elaborate kitchen and fireplace. The lake seemed alive with trout. One may catch them from any place along the 100 miles of beach, or from a boat off shore. Bob and I both caught 20 one day from the very door of the camp. But the mouth of the river below the Cody Bridge was the best place. The bridge and the shores were lined daily with men, women and children, "dudes" and "sage brushers," experts with expensive tackle and novices with hardly any at all, but all catching fish. While fishing below the bridge one afternoon I saw an elk in the water. It swam the river toward me, only its massive antlers and head showing, and puffing and blowing, it climbed up the bank not 20 feet from where I stood, disappearing in the forest without so much as a glance in my direction.

While we were camped an amusing incident happened—funny for us, but not for the chief party concerned. He was a "sage brusher," a very wise one, and he pitched his tent close by our camp late one evening. We warned him to stow all his eatables away, as the place was alive with bears. They had prowled around our camp nightly, and it was unsafe to leave the grub box unguarded even in the daytime. But the "sage brusher" pooh-poohed our sug-



gestions, leaving his slab of bacon and a case of eggs (worth 50 cents a dozen up here) in his wagon over night. The next morning, although we had heard no racket in the night, the bacon was gone.

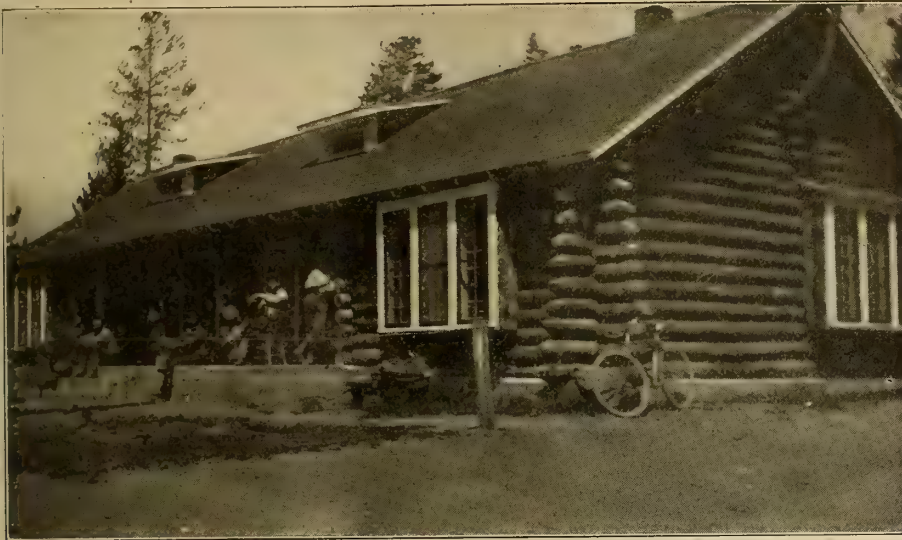
After enjoying a laugh at the expense of the "sage brushers'" language over his loss, we helped him out from our stock as

over. Surely it has no equal anywhere in the world. Such speed did we make that we shot down onto the plaza before the Old Faithful Inn two hours before a coach that had left the lake at the same time arrived. The Upper Geyser Basin contains the largest geysers on earth. The basin itself is a little hollow nestling in the hills;

cone; there is a jet of steam; then a chorus of long-drawn "A-a-hs" from the crowd. "There she goes!" and a living, wreathing, twisting column of boiling water shoots more than 150 feet into the air, bending in a graceful curve, breaking and pouring away on the rivulet-worn formation, while clouds of steam float across the adjacent tree tops, condensing in a fine rain. In the moonlight it is an enchanted fountain in a fairy garden; and when from the roof of the Inn a multi-colored spotlight is played upon it, the sight is indescribably beautiful.

Luck was with us in the Upper Basin; we saw all the important geysers play on the same day—an almost unprecedented happening. For two hours the Giant threw a stream of boiling water 250 feet high, pouring water by the millions of gallons into the Firehole River, while at the same time the Grotto, Beehive and Riverside were in eruption. Any one of them sounds like the exhaust of 1,000 engines, but all together they roar and rumble like a thunder storm, and shake the earth as would an earthquake.

Old Faithful Inn rivals the geysers in interest. It has no duplicate. It is neither a Swiss chalet, nor a French chateau, nor a California bungalow, yet it has some of the characteristics of all three. It is constructed of unhewn logs, and its newel posts, bannisters and ornaments are natural growths from the adjacent Knotted Forest. Its rooms are lit by electric lamps with the shape and appearance of candles, and the clothes hooks on the bedroom walls are wooden pegs. It has French windows,

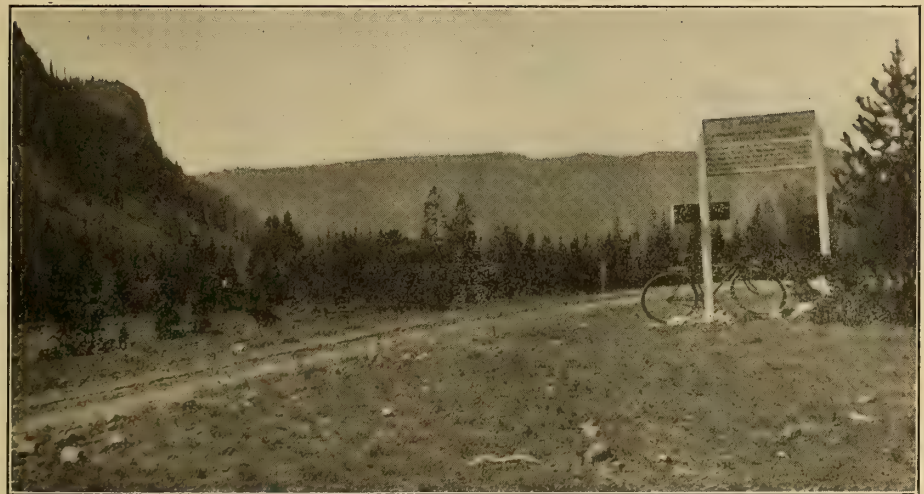


WHERE THE SOLDIERS HAVE A HEADQUARTERS

much as possible and then disposing of breakfast started for the Upper Geyser Basin, beginning with a dusty, four-mile climb to the top of the Continental Divide up which we pushed our wheels.

It was worth the effort. There, at an elevation of more than 8,000 feet, we looked at once upon the Atlantic and Pacific slopes. From here it was a five-mile coast down the mountain to the point where the ascent commences again to the second crossing. For the Divide is crossed twice by the road. At the second crossing are two ponds, named Two Ocean Ponds. The water of one finds its way after much wandering into the warm waters of the Mexican Gulf; the other drains by way of the Snake and Columbia rivers into the Pacific Ocean. After crossing this second time we coasted for nine long miles down the Corkscrew road without pushing a pound on the pedals—the finest coast in all the world! We spun along over a sprinkled and graded highway, steep enough to carry us along at a whirlwind pace, yet level enough to dispense with the brakes, winding in and out through the pine forest, flower-carpeted meadows, past the rapids and falls of the Firehole River, speeding down between its canon walls, stopping only to let a team go by or to snapshot some odd or entrancing wayside scene. It had been a glorious spin from the Golden Gate to Gardiner. The ride down from the summit of Mount Washburn had taken our breath away. But here was 14 miles, five in one stretch and nine in another, through magnificent scenery, along the canon of a brawling stream—a continuous coast that a cyclist might rave

is not more than a mile and a half long by a mile wide, and has a surface of white calcareous earth. It is bare of vegetation, and is cut with ravines and studded with little hillocks, the craters of the geysers. In this basin are the Giant, Giantess, the Lion and Lioness, Beehive, Riverside, Grot-



THE BIRTHPLACE OF THE PARK—THE SIGN TELLS THE HISTORY

to, Castle and the finest of all—Old Faithful. Some of them have periods of activity days and weeks apart, but Old Faithful plays night and day, winter and summer, every 70 minutes. The tourist, unless the few hours allotted him here happen to correspond with the geysers' schedule, usually only sees Old Faithful. It starts to play with a moment of preliminary bubbling and steaming. The crowd then comes hurrying from the Inn, cameras in hand. Suddenly the water wells over the rim of the

and will accommodate 300 guests. Away up in the eaves somewhere is a bell which is rung at meal times.

A passing wagon took aboard our baggage one morning, and we took again to the road which, from the Inn, follows the Firehole River to its junction with the Gibbon. A mile from the Inn is a beautiful, exquisitely colored, flower-shaped pool called the Morning Glory Spring. The name is its best description; its colors are beyond the power of a pen to describe. Not



long after leaving the Morning Glory we rode out into a barren plain known as Hell's Half Acre—not nearly so bad as it sounds. The most interesting object within range of this Half Acre is the Mammoth Paint Pots. Leaning our bicycles against the railings surrounding them we gazed down into their altogether fascinating and more than a little repulsive caldrons of boiling mud. This mud is of a putty consistancy, brown and yellow, and of such similarity to thick paint that it has been used to decorate the walls of certain rooms in the Fountain Hotel nearby. But the Mammoth Paint Pots are not a pretty sight, and we hastened to search out Firehole Lake, a short distance off in the woods.

There are other canons than that of the Yellowstone, and there are geysers elsewhere, but no place in the world is there another Firehole Lake. Imagine a sheet of boiling water an acre or two in extent, and giving off from its surface choking, sulphurous clouds of steam. "Interesting, perhaps, but——"

Step nearer.

Stand at the brink and gaze down through the steam into its murky depths. You will see something never to be forgotten. No scene more weird was ever staged.

Down deep in the boiling depths burn blue flames. Fire burning in water and is never quenched! Not strange it is that the Indians of long ago blazed their trails around rather than through these regions.

We completed the trip at noon that day, stopping for lunch at the junction of the Firehole and Gibbon rivers, where we had passed on the first day out, almost three weeks before. That night we built our camp fire close to the soldier station, where we "unregistered" again the next morning.

"Did you have a good time?" asked the sergeant as he checked off our names.

Did we? Well, we are ready to go again, and to go again on bicycles.

L. H. WHITEMAN.

Charles T. Earle, the old time bicycle champion, has decided to withdraw from sportdom to re-enter the undertaking business in Brooklyn.

#### Paris-Brest Road Race Revived.

French cycling authorities have decided to revive the road race from Paris to Brest and return this year, the commencing date to be August 24. In September, 1891, the Paris-Brest-Paris run, the first important road race held in France, was inaugurated. Charles Terront rode the 745 miles in a little under 72 hours, the whole distance being covered without any stoppage for sleep. There will be two classes of riders in this year's race—professionals, who must accept no aid of any kind while on the road, but can receive any assistance desired in the controls; and tourists, who must ride sealed machines, and are entitled to receive help on the road or in the controls, provided it is not of an organized nature and is not offered by cycle firms or tire manufacturers. Thus, a professional will be entitled to accept a new machine at every control, if desired; to receive attention at the hands of trainers and managers; and to have his meals prepared for him in advance, but must abandon all such help as soon as the control has been left behind. The tourist, on the other hand, is under the obligation to ride the full distance on one machine, and although unable to accept organized assistance on the road he can take advantage of such help as is available to any ordinary road traveler. The prizes amount to about \$4,000 in cash.

#### Cycling Develops Heart and Lungs.

"Do bicycle riders and athletes die young?" is being discussed again. The prevailing opinion is that many do, and heart disease, lung trouble and consumption are very frequent causes. However, very few of these men really die in the harness, so to speak. They usually contract bad health after giving up athletic pursuits. Bicycle riding develops the heart and lungs, and it is only when the "habit" is discarded that disease is likely to get a foothold.

#### British Cyclists Want Earlier Hours.

British cyclists are boosting for the Daylight Saving Bill which will be introduced in the House of Commons this coming session. They see in the proposed law an

opportunity to devote more and better hours to the pastime of cycling. The purpose of this bill is to establish early in April of each year a new standard of time, one hour in advance of Greenwich time in Great Britain and one hour ahead of Dun-sink time in Ireland, and on the third Sunday of September to revert to the present standard. Cyclists argue that by turning the hands of the clock ahead one hour, through government sanction, they will arise earlier mornings, start their daily work earlier and have more time at night, during the summer season, to devote to the use of their machines.

#### France Monopolizes Match Industry.

It may be news to some to learn that the French government enjoys a monopoly of the manufacture and sale of matches in that country, and that tourists are forbidden to carry any matches or cigar lighters into the country. The penalty for introducing foreign matches is one franc, or about 19 cents per match, which with an automobile lighter that gives four or five thousand lights would prove mighty expensive. Provision is made for the official sealing of automatic cigar lighters at the frontier custom houses, so that owners are not required to forfeit them. Breaking the seal while in the country or smuggling in unsealed lighters carries the same penalty as matches. The government derives a handsome revenue from this monopoly.

#### Coventry, Eng., Wants Bicycle Museum.

At a recent meeting of the Coventry (Eng.) Chamber of Commerce the suggestion was advanced that a bicycle museum be established. Coventry is and always has been the seat of the bicycle industry in Great Britain, to which much of the city's growth and development is due. The plan calls for a municipal collection of machines from their inception to the present time to show the evolution of the English bicycle, and the local newspapers are supporting the project.

Bicycles to the number of 1,500 found their way into a pawn shop in Amsterdam, Holland, during the year 1910.



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Ask your jobber about the double value "Tip Top" offer on Neverleak Tire Fluid. A lower price. Twice as many certificates. You're actually losing money and trade if you don't learn all about it and the increased business it means for YOU.

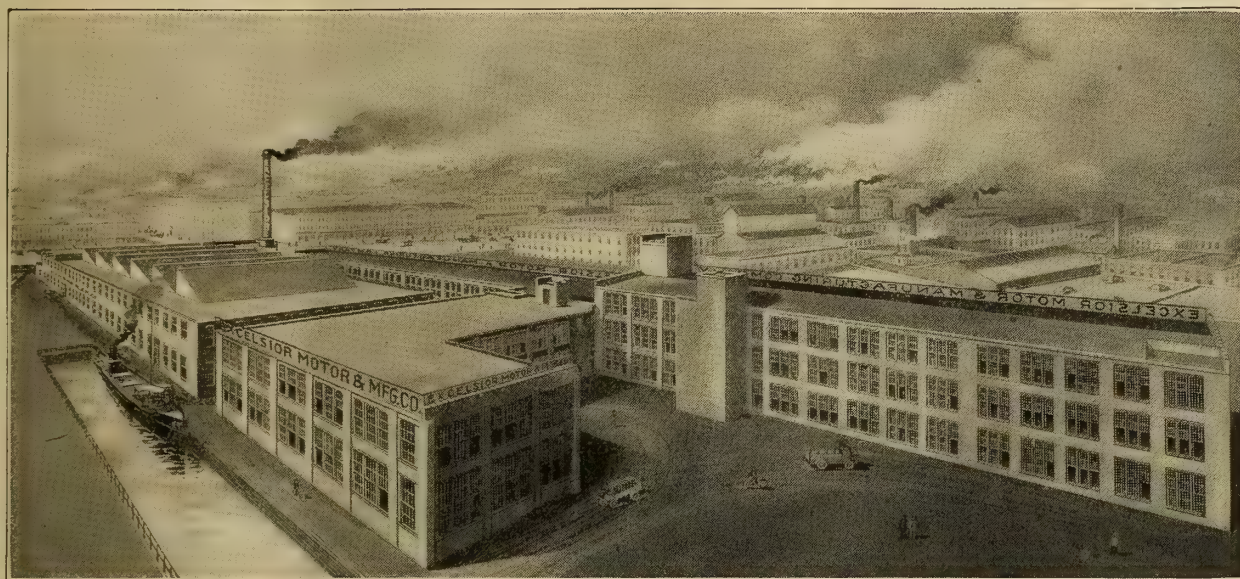
And such a list of valuable premiums—real quality gifts, from fountain pens to gold watches. So, for increased sales, increased profits, more certificates and a better selection of premiums, ask your jobber about the double value "Tip Top" offer on Neverleak.

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A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

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### Eight Lap Track for Newark.

The old Velodrome bicycle track at Newark, N. J., is now a thing of the past. The final act in the demolition of this famous track and grand stand took place recently, and this season's races will be at a new track in a new location. The passing of the old track takes with it many fond memories. Especially is this true regarding that celebrated rider, Frank Kramer, whose entire cycling career is associated with the Velodrome and its predecessor, the Vailsburg track, which occupied the same site. It was there that Kramer won his two amateur championships and also most of the races which made him a ten-time national title holder, a record which no other cyclist ever attained. Kramer also won his first professional race and many other notable victories at the Velodrome. Manager John Chapman, of the Velodrome company, superintended the work of razing the old track, and he will also have charge of the construction of the new track, which will be built on the opposite side of South Orange avenue and almost directly across from the Velodrome site. The new track will be eight laps to the mile and will be entirely surrounded by grandstand and bleachers. The oval just demolished was six laps to the mile, while the old Vailsburg track was four laps to the mile.

### Bicycle Pump Produces Music.

Converting an ordinary celluloid bicycle pump into a musical instrument is the result of the inventive skill and ingenuity of Henry Oliver, a cyclist with musical inclinations, residing at Godalming, Surrey, England, who recently gave an astonishing performance on the new instrument at a concert. The pump which resembles the flute in tone, is played by means of a hole bored in the barrel about an inch from the end. It has a range of two octaves. There are no stops upon the barrel itself, the notes being produced and regulated entirely by the inward and outward handle, as with a slide trombone. The further out the plunger is drawn the deeper becomes the note. Inventor Oliver is working on a different pump instrument, using a familiar type of nickel bicycle pump, the sound of which he proposes to make resemble a piccolo.

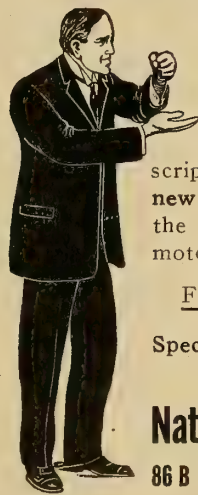
### Tom Eck and His Home Trainer Girls.

Tom Eck, of Paterson, N. J., long a figure in the bicycle game and a famous rider during his younger days, is gaining notoriety again through his theatrical stunt with the "Bicycle Girls," who ride on home trainers. Eck 35 years ago devised the scheme whereby one could train on a bicycle at home. In those days the old-style bicycle with the big front wheel was in vogue and the home trainer of that period was an entirely different type from the modern contrivance. There was no dial in the original machine to show the

distance covered, but a bell clanged every time a quarter of a mile had been covered. The Pope Manufacturing Company was the first to put home trainers on the market. The home trainer device used in Eck's present theatrical engagement has been patented. The distance register does not start until a lever is thrown after the riders are going at top speed. Eck claims one of his star performers, Miss Stalter, is the champion woman bicycle rider of the world on home trainers. Her time for a mile is 1:25½; a half mile, 38¾ seconds, and a quarter mile, 19 seconds.

### Champion Cyclist Turns Pugilist.

Richard Arnst, former champion cyclist of Australia, and at present champion oarsman of the world, is being talked of as the hope of the white race to wrest the heavy-weight pugilistic championship from Jack Johnson. Arnst is of magnificent build, being a shade over six feet in height, and weighing close to 200 pounds when in condition. During his cycling career Arnst won practically all the important Australian events, including the \$25,000 Sydney stake, made the second fastest time in the great 165 miles Warrnambool road race on two occasions and held all the paced track records for New Zealand. In 177 starts he took 63 firsts, 72 seconds and 42 thirds.



Our 1911 Illustrated Catalogue contains descriptions and prices of many new specialties that add to the style and comfort of motorcyclists.

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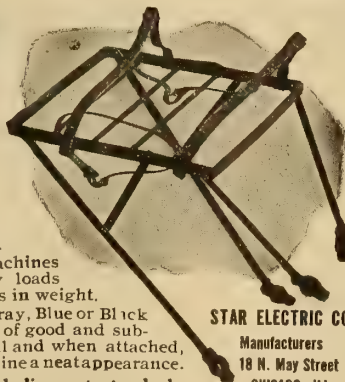
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For  
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are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

**KELLY=RACINE  
RUBBER CO.**

**Racine, Wisconsin**



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime; push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating; the mechanism simple and durable.

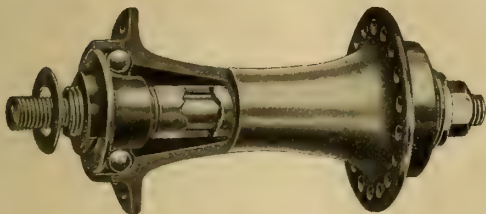
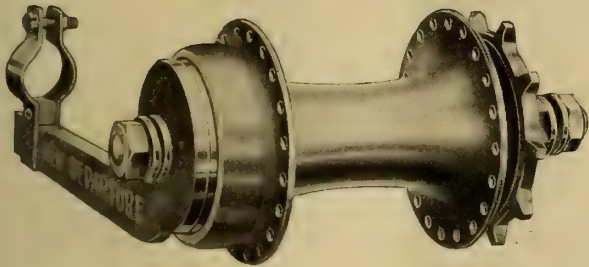
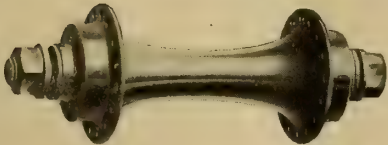
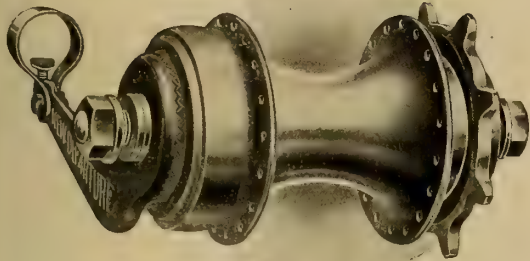
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

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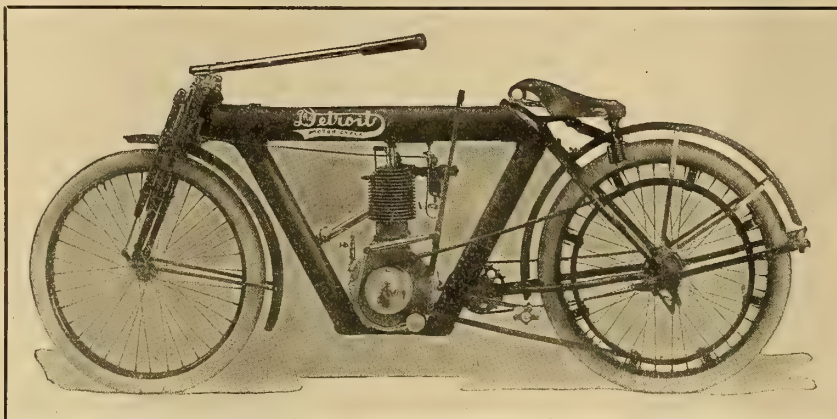




**"Simply Remarkable,"**

EDITORIAL COMMENT

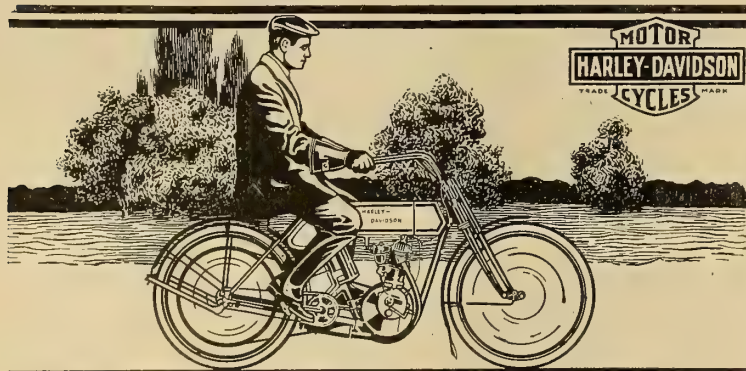
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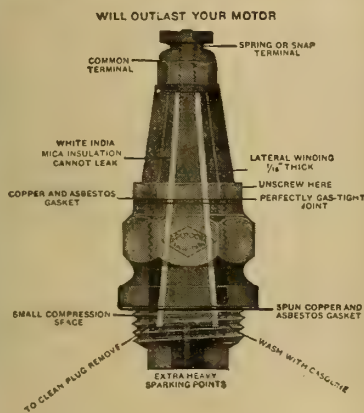
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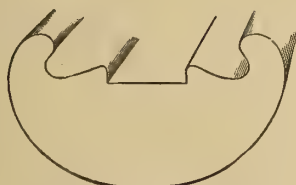
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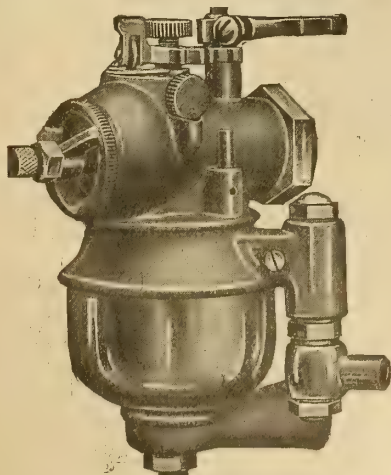
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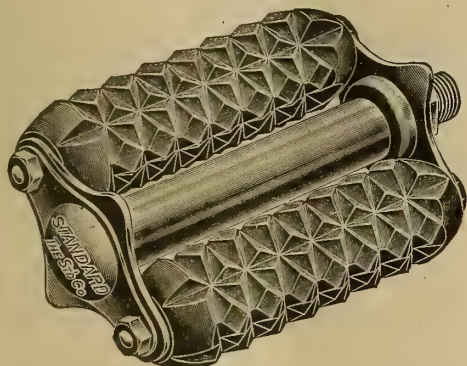
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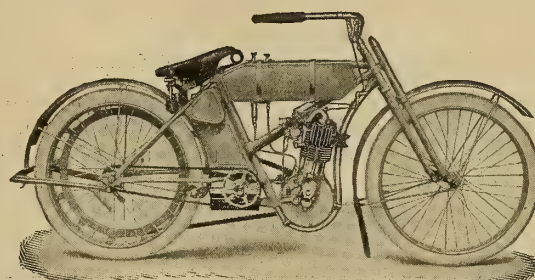
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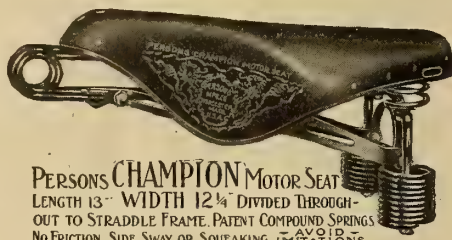


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Insist on being shown our 1911 Model Champion in comparison with any other Saddle before specifying equipment on your machines. We are satisfied to rest on your decision. **QUALITY WINS.**

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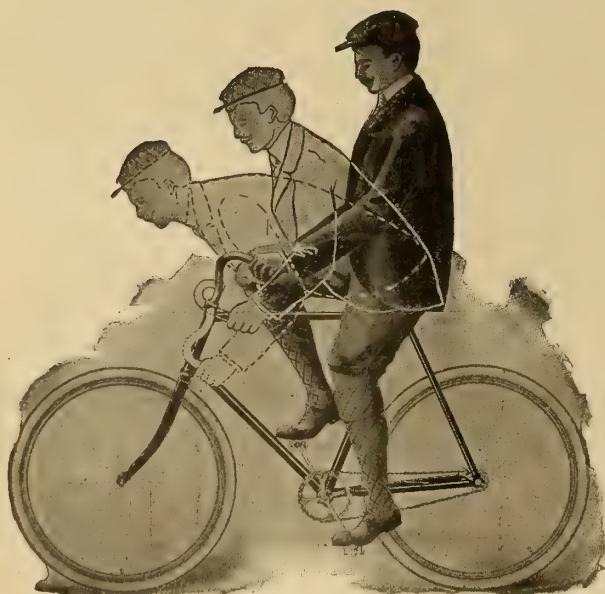
# OUR 1911 CATALOGUE

of Bicycle and Motor-  
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**MOTOR CAR EQUIPMENT COMPANY**  
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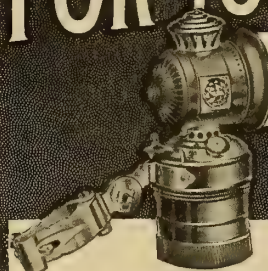
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Permits those changes of position that best  
suit the need or mood of the rider.

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## FOR YOUR BICYCLE "SEARCH- LIGHT"



**This is the Best Bicycle  
Lamp on the Market.**

We've been building this lamp since the inception of the automobile. It has years of experience back of it. It has always been considered best and always will be. The

## "SEARCH-LIGHT"

(Burns Gas)

Made by Bridgeport Brass Co.

Is absolutely gas tight. You can't jar it out. Throws strong, powerful beam of light. No tools necessary to operate the "Search-Light." It has universal bracket—can be attached to head or fork.

If you're a dealer—better keep a full stock of "Search-Light" lamps on hand.

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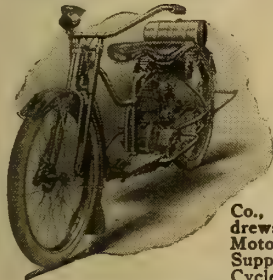
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## HAVE QUALIFIED

THE TUCKER WOOD WORK CO., SIDNEY, OHIO

### NEW ERA AUTO-CYCLE

Our 1911 New Eras entered in the F. A. M. Endurance Run at Philadelphia, on August 8th, 1910, were the only machines in the contest that went every foot of the way under their own power; climbing all hills, going through sand and mud and over rocky roads, riders never being obliged to dismount (all other riders of all other makes of machines were obliged to dismount and push their motorcycles up hill).



**WHY WAS THIS POSSIBLE?** The Two Speed Transmission and the Free Motor, found only on the New Era DID THE BUSINESS.

4 h. p.—NEW ERA—6 h. p. Single Cyl., Battery or Magneto Ignition.

The New Era Auto-Cycle Co. 2 DALE AVE., DAYTON, OHIO

DISTRIBUTORS—The New Era Motor Co., 265 S. Broadway, Denver, Col.; W. D. Andrews, 632 Main St., Buffalo, N. Y.; The Morse Motor Sales Co., Cleveland, O.; Economy Cycle Supply Co., Detroit, Mich.; The Auto-Motor Cycle Co., 2216 N. Broad St., Philadelphia, Pa.

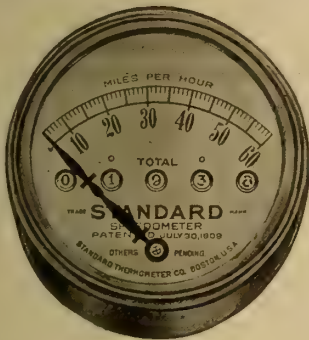
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Pan Cake Winding—the best known method of winding coils is used exclusively in Pfanstiehl Ignition. It gives a bigger, better spark with less current than is possible with any other method of building up the secondary circuit.

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The only Motorcycle Speedometer that has made good. Front and rear drive attachments for every make of motorcycle. Option of 60 or 80 mile dials without extra charge. Agents, place your season's order NOW and take advantage of the Quantity Price. Three styles to choose from.

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New model for 1911.  
Price, \$18.00.

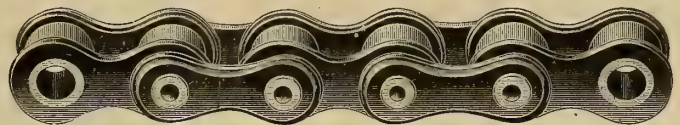
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long ago proved that they have no equals for either

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It was hard use and lots of it on all sorts of machines that enabled it thus to prove its superiority.

Write for 1910 Quotations.

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(Trade Mark, registered April 30, 1895.)

**NOTICE** Manufacturers of Bicycles, Jobbers and Dealers:

In order to facilitate the obtaining of

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we have concluded to sell parts only to the general trade.

Parts 99-1, 99-2, 99-3, 99-4 may be had from all makers, or from A. SCHRADER'S SON, Inc. Price List sent on application.



**SIMPLE AND ABSOLUTELY AIRTIGHT.**

Manufactured by

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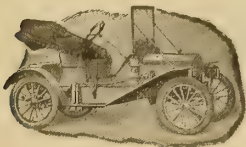
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Goodrich Moulded and G & J Flat

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Prices to Dealers and Jobbers

**Model "A" Merkel-Light at \$150**

Write for catalogue and discount.

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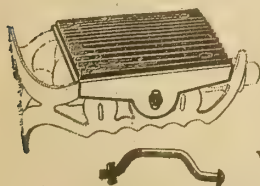
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completely equipped, including Bosch Magneto, Top, Gas Lamps, 28 x 3 inch tires

**\$485**

We want live, progressive dealers everywhere.

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You receive your money's worth when buying the Wald pedal rubber. Send for sample.

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## Special Stampings FROM SHEET METAL

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## MICHIGAN ROCK MAPLE RIMS —None Better

Made by **LOUIS RASTETTER & SONS**, Fort Wayne, Ind.

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Enclosed find \$2.00 for which enter my subscription to  
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## MOTORCYCLE TIRE CHAINS

The newest and slickest thing out

For further information, ask the  
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Quickest method known for repairing punctures. Write for prices and full description.

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Reliable Repairing—Power Equipped Shop.  
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wheels must have  
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There is nothing that gives more value for the  
money than the use of the

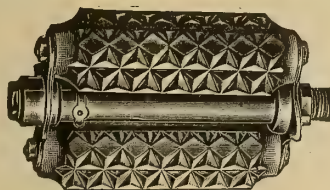
MORSE TWIN  
ROLLER CHAIN

**NOISELESS IN MUD,  
WATER OR DUST AND  
ALWAYS EASY RUNNING**

The only chain having **FRictionless  
ROCKER JOINTS.** Insist on having the  
Morse Twin Roller. Fits regular sprockets.

SEND FOR CATALOGUE AND TRADE  
PRICE TO

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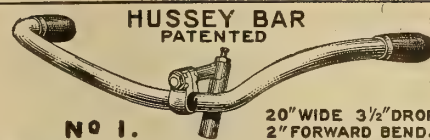
STEVENS'  
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Motorcycle Chain Adjusters, Pedal Rubbers, Steel  
Mud Guards, Braces, Lacing, Bolts, Nuts, Washers.  
ORDER THROUGH YOUR JOBBER.

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SEND for list of bargains previous to our  
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**NO 1.** 20" WIDE 3 1/2" DROP  
2" FORWARD BEND.  
Furnished on All Good Bicycles.  
They Help You Sell.  
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The **NIGHTINGALE** Whistle  
for any MOTORCYCLE—Assures Right of Way  
Made of Brass **\$4.00** Complete  
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We Make a Specialty  
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for the Cycle Trade  
**HYDRAULIC-PRESSED STEEL CO.**  
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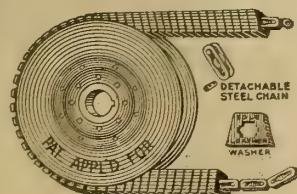
Our Catalogue is ready and will be mailed  
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**1911** Proposition on Bicycles and  
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Write for Prices

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Any size \$8.00. State size in order.

**Collapsible Funnel** for chamolising gasoline and filling motorcycle  
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## WEAR LONGEST

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### The Assurance of Safety

That's what you have when your bicycle is equipped with SOLAR LAMPS. You can ride at night with perfect confidence—and that means with the utmost possible enjoyment.

*Why take ordinary lamps, when you can have Solars?*

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### 1911 Overland and 1911 Black Diamond BICYCLES

Invite Your Careful Consideration

Write for Quotations and Territory Allotment Today

**BI-MOTOR EQUIPMENT COMPANY**  
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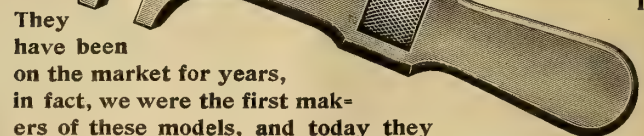
### We Are Now Ready To Quote and Deliver

samples of our full line of Hudsons; full Dayton line; full New England line; and Lenawee line of bicycles.

Best bicycle supply house in the East. If your deliveries have been bad, try us.

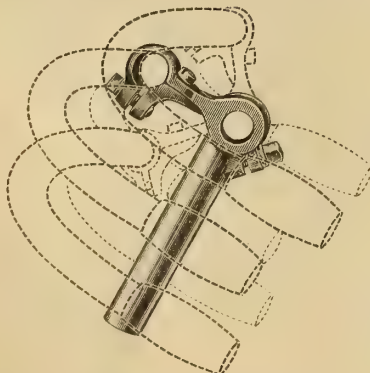
**J. W. GRADY & COMPANY, Worcester, Mass.**

Our models B, C, and D wrenches have met with universal favor among riders, because of their handiness and splendid wearing qualities.



They have been on the market for years, in fact, we were the first makers of these models, and today they are as popular as ever. Ask any experienced rider what wrench he uses. Get our catalog.

**THE BILLINGS & SPENCER CO., Hartford Conn.**

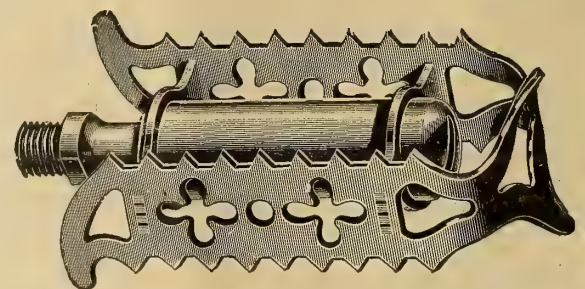


**ECHO ALL-WAYS EXTENSION HANDLE BARS.** Fit any stem.

### Keep the Cash Register Jingling with FORSYTH SPECIALTIES

We also make the famous Forsyth Coaster Brakes, Chain Guards and all connections, Brake Levers and connections, Mud Guards and Brakes, and a host of other useful and salable metal specialties. Every dealer should carry our line in stock. Write us.

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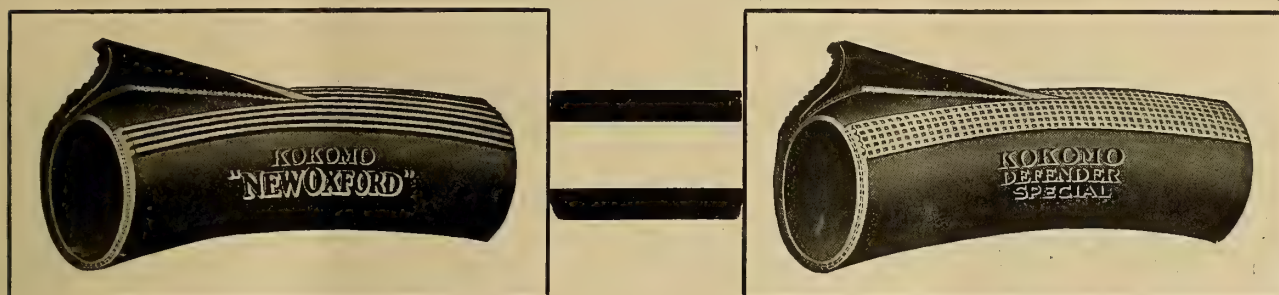
**No. 5—MOTORCYCLE PEDAL. RIGID FRAME, RAT TRAP.**

Well made, durable and sold at attractive prices.



More, More, More, More,  
More, More, More, More,

# More Kokomo



# Bicycle Tires

are wanted all the time!

Because they give that genuine Kokomo service and satisfaction that has brought Kokomo Tires to prominence as one of the big factors in the cycle trade.

Are you profiting by what we offer you in Kokomo Tires?

**KOKOMO RUBBER CO.**

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# Tribune Bicycles

Exclusiveness in many important mechanical and structural features; superiority in materials, workmanship and finish; distinctiveness of design; and honest values are what the familiar Tribune nameplate and the famous Pope trade-mark stand for as applied to bicycles.

There is today a steadily growing demand for wheels of Tribune quality and dealers who do not stock up soon, so as to be in a position to supply this demand, are going to lose a profitable and promising branch of the spring trade.

If you do not keep Tribune Bicycles in stock, profits which might be yours will go elsewhere. Customers who call for Tribunes will not be satisfied with a cheap substitute of inferior quality and doubtful value.

Write for dealer's prices and catalogue.

**THE POPE MANUFACTURING COMPANY, Hartford, Conn**



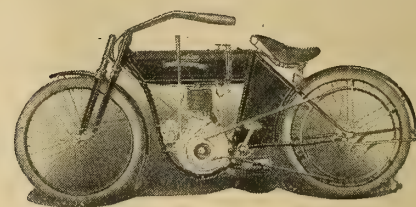
There is an

# EMBLEM

for you, but someone else will get it if you don't watch out.

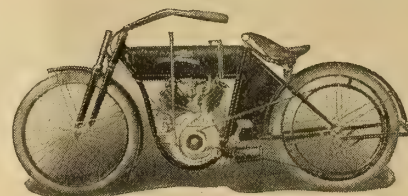
Emblem motorcycles are supplied in 4 horsepower and 5 horsepower singles and 7 horsepower twins. With the variety of options afforded, there are a full fifteen models. Flat or V belt; battery or magneto, or both; ball bearing motor; spring-suspended seat post; internal triangular frame reinforcement, and a host of other good features combine to make the Emblem just suit you.

There are EMBLEM bicycles, too.

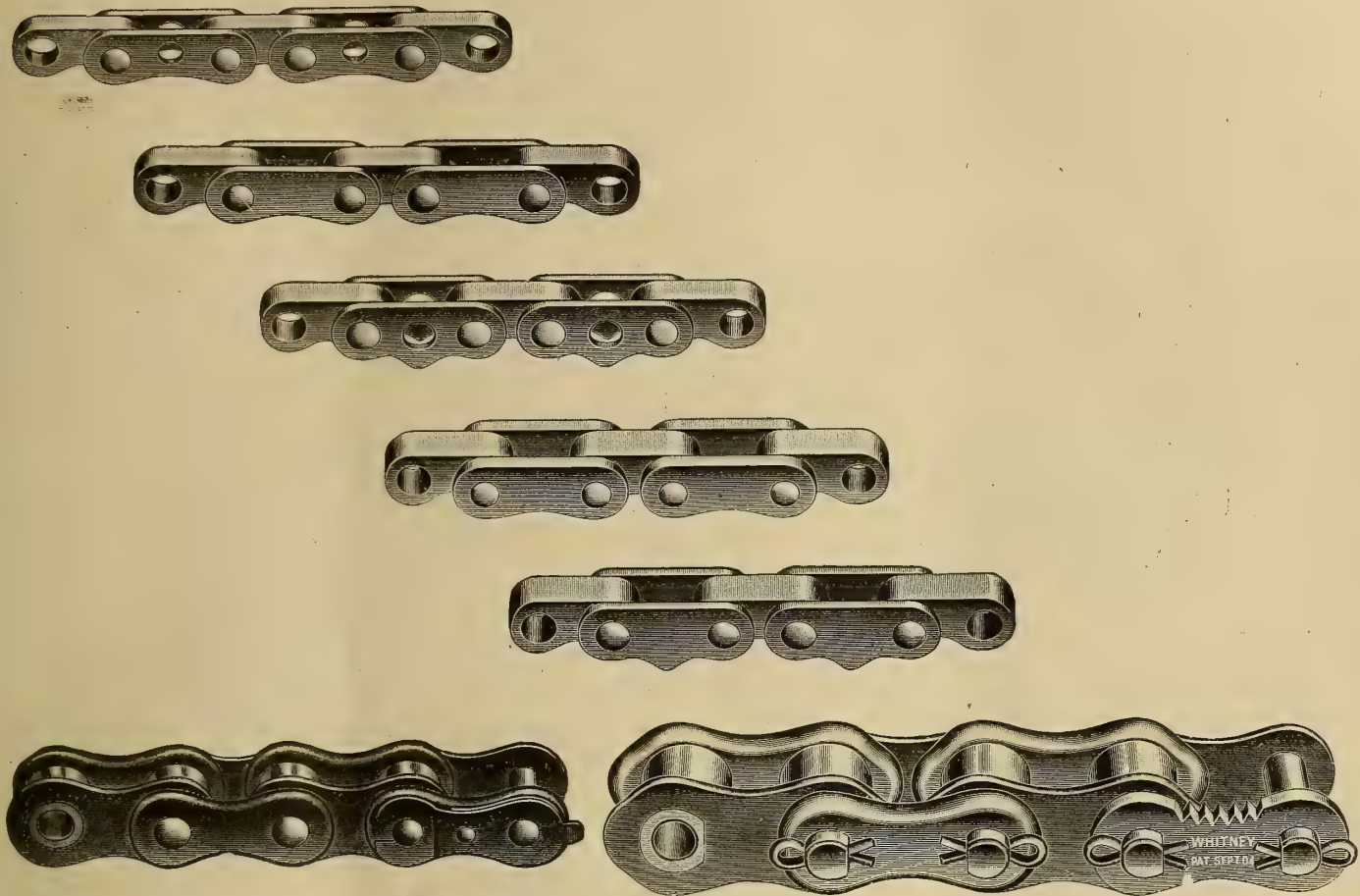


**EMBLEM  
MANUFACTURING CO.**  
Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





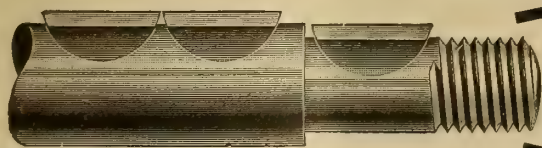


# "Whitney" High Grade Driving Chains

ROLLER CHAINS—BLOCK CHAINS—QUIET CHAINS—CHAIN BELTS

"Whitney" Chains have stood the severest tests.

The leaders are aware of this fact and are profiting daily by their use.



If you are not taking advantage of the

**Woodruff Patent  
System of Keying**

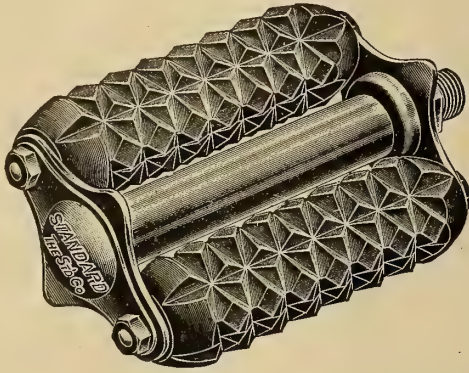
It will pay you to investigate.

Better results and a great saving in cost.

**THE WHITNEY MFG. COMPANY, Hartford, Conn.**



This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

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*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT

## Steering is not the only function of the handle bar!

☞ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



## The KELLY Adjustable Handle Bar

provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

☞ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

**Kelly Handle Bar Co.**  
CLEVELAND, OHIO



# Decisive—Significant

The victory of

# Diamond MOTORCYCLE TIRES

## At the Chicago Show

25 machines exhibited on Diamond motorcycle tires.

19 machines shown on highest competing make.

7 makes of tires divided equipment on 38 other machines.

## And at the Garden Show

Diamond Motorcycle Tires equipped **5 Times as many Machines as in 1910**, confirming motorcyclists' preference for the

## Tire Built Right

The tire that is not an experiment.

The tire that has required no "house cleaning."

Built on automobile tire lines—gives greatest tire mileage.

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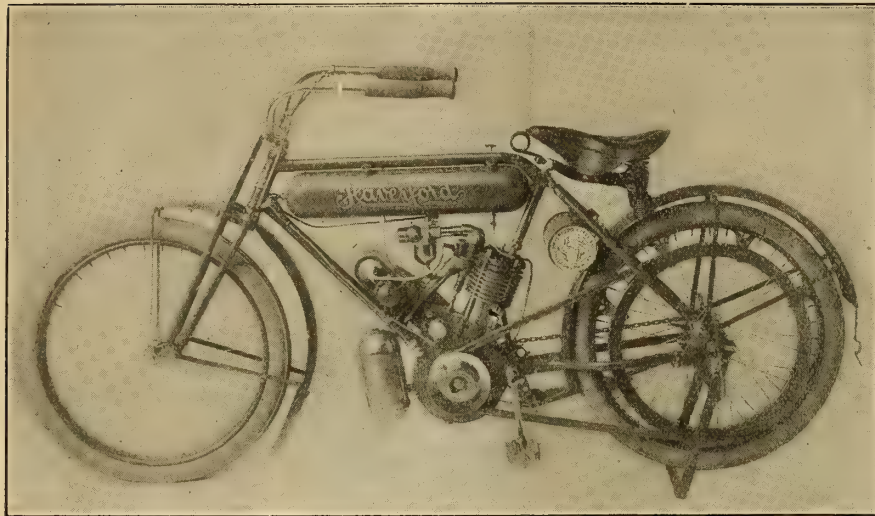
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.



# The Haverford



## Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

### \$ 1 8 5

includes:

Bosch Magneto  
Schebler Carbureter  
4 Horsepower Engine

\$150

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

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## 1911 Models Now Ready

## Haverford Cycle Company

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1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

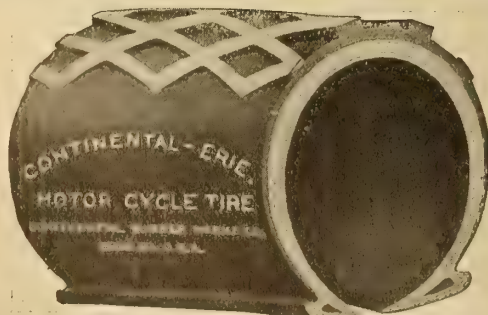
# Continental= Erie

## Motorcycle and Bicycle TIRES AND TUBES

If you use, buy or sell tires or tubes, the 1911 Continental-Erie proposition, both as to product and prices, will be worth your while letting us tell you about. We make Continental-Erie auto tubes and sundries, too.



"Anti-Slip Tread"



"Safety Tread"

We Give the Jobbers Absolute Protection

## CONTINENTAL RUBBER WORKS

Erie, Pa,

New York Branch — 43 Murray Street



# —and

if you can say to your customer, "It's fitted with a BROOKS," you will find such statement an invaluable aid in the selling of the bicycle—

That fact always stands, because—

That name is unequalled in the World of Wheels, and Cyclists in every corner of the Globe know that the

# BROOKS

—the original and only genuine Compound Spring Saddle

will ensure perfect comfort and make for true luxury awheel.

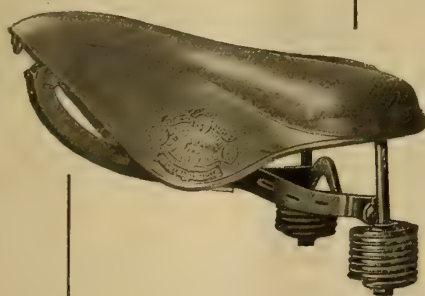
Remember, no other saddle can embody the BROOKS Compound Springs as we make them—the Springs that entirely and totally eradicate vibration—the Cyclists deadliest enemy.

Bear these facts in mind, and make the BROOKS your standard fitment.

**J. B. BROOKS & CO., Ltd.**

73 Criterion Works Birmingham, Eng.

The BROOKS B104—specially constructed to give a low-riding position.



An exceedingly comfortable Saddle of great strength and exceptional durability.



## It's the New Rubber In this Tire

that makes it so easy to repair, either by plugs or vulcanization—

And prolongs its life far beyond that of the ordinary tire.

And this makes new tire customers for you and keeps old customers loyal.

Only the finest grade of new Para rubber, as nearly pure as will vulcanize properly, is ever used in a Goodyear Pathfinder Single Tube Bicycle Tire.

Instead of using the best rubber obtainable, we could use cheaper grades. It would be easy to substitute rubber that costs one-third of what we pay, or we could use even "reclaimed" rubber from the junk pile.

But it wouldn't make a tire that lasts—and it wouldn't make a tire that can be repaired. It wouldn't make a **GOODYEAR PATHFINDER**.

The fabric used in the Goodyear Pathfinder is a special, closely woven Egyptian. A strip of this fabric 1 inch wide

has a tensile strength of 150 pounds, while that of ordinary muslin used in others is only 40 to 60 pounds.

The reinforcing strip is made of toughened rubber prepared by our own patented process, which preserves the resiliency while giving the most stubborn resistance to wear.

The rim side is pebbled so as to give the rim cement a tight grip and prevent creeping.

There's a whole lot more money in selling a tire that lasts, and can be repaired, than the other kind. When a tire goes to pieces before it has given any service, it makes the customer sore, no matter how little he paid for it. He forgets that.

But dealers in all parts of the country are making money and increasing business on the Goodyear Pathfinder Single Tube Tire.

That ought to mean something to you.

**The Goodyear Tire and Rubber Company**

Moal Street, AKRON, OHIO.

Branches and Agencies Everywhere.





## How to Satisfy Your Customers and Make Money

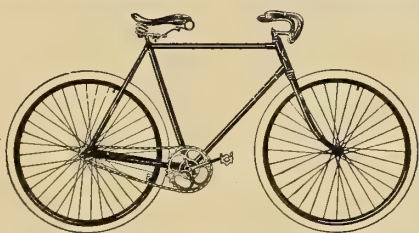


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

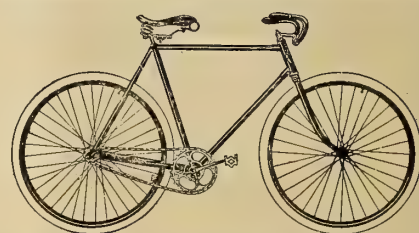


#### The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,  
219 Clinton Ave., Newark, N. J.  
HUB CYCLE CO., Boston, Mass.,  
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars  
and Drop Forgings of every description.



# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



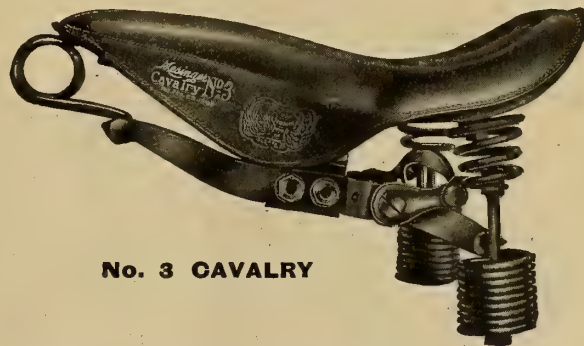
## Best Evidence of Superiority of MESINGER MOTORCYCLE SADDLES

List of Manufacturers using Mesinger Saddles for the season 1911:

C. V. S. ....	Optional	Minneapolis Motorcycle Co. ....	Part Equipment
Emblem .....	Part Equipment	N. S. U. ....	Part Equipment
Excelsior .....	Optional	Peugeot .....	Standard Equipment
Flying Merkel .....	Standard Equipment	Pierce Cycle Co. ....	Standard Equipment
Harley-Davidson .....	Part Equipment	Miami Cycle & Mfg. Co. (Racycle) ...	Part Equipment
Hendee Mfg. Co. (Indian) .....	Standard Equipment	Reading Standard Co. (R-S) .....	Part Equipment
American Motor Co. (M. & M.) .....	Standard Equipment	Reliance Motorcycle Co. ....	Standard Equipment
Marvel Motorcycle Co. ....	Standard Equipment	Wagner Motorcycle Co. ....	Part Equipment



No. 4 STANDARD



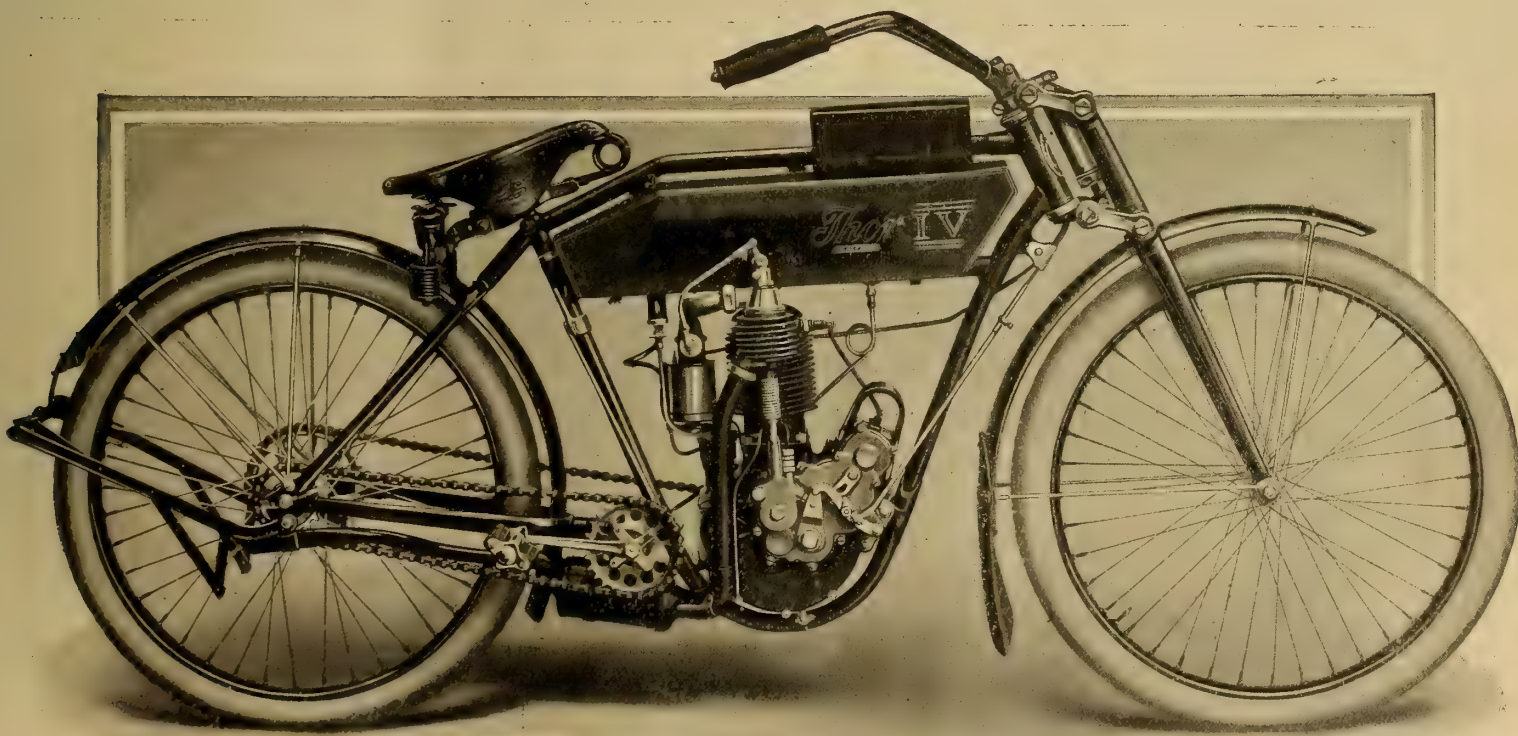
No. 3 CAVALRY

"ASK THE  
RIDER AND  
WATCH HIM  
RIDING"



The Fibre Friction Shock Absorber, a distinct  
feature on all Mesinger Motorcycle Saddles.

H. & F. MESINGER MANUFACTURING CO., 1801-1807 First Ave., NEW YORK



Built for Endurance — *Thor* IV Magneto Model

AURORA AUTOMATIC MACHINERY CO., Thor Bldg., Chicago, Ill.



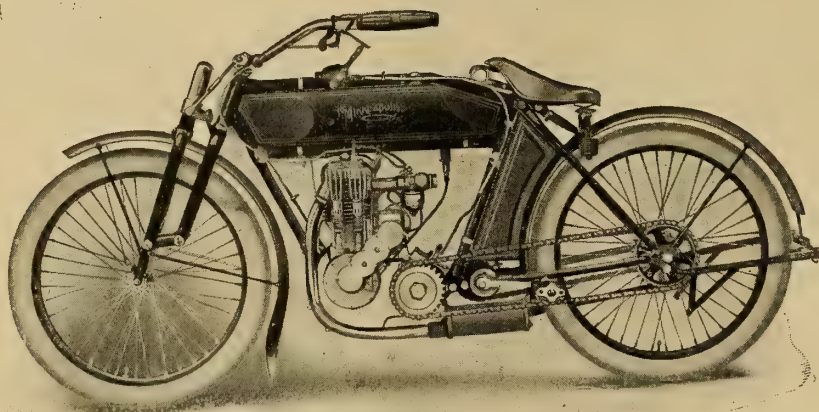
The  
Splendid

IT'S NEW!

Minneapolis

New Five  
Model "N"

WITH UNIT POWER PLANT



THE KING IS COME! After three years in the works, this big, splendid, original-design 5 Single is on the market. The same effective "Minneapolis" Two-Speed Gear, yet better, combined with a tried and tested multiple disc. all enclosed in the motor base with positive lubrication.

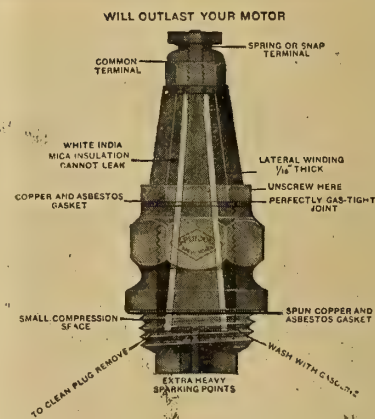
**STRONG FEATURES**—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

**Minneapolis Motorcycle Co.**  
517 South 7th Street Minneapolis, Minn.

## The Secret of Success of the SPLITDORF Motorcycle Plug

is in its genuine merit—the fact that it does the work for which it was made so much better than other Plugs, and this in turn is because it is made especially for motorcycle work.



Dallas, Texas, February 21, 1911.

C. F. SPLITDORF, New York.

Dear Sir: In reply to your favor of the 17th, we beg to state that our Mr. Mitchell has been using your plug continuously in his racing machine. We are now using them exclusively in our Wagner and Flying Merkel motorcycles, and they have proved satisfactory in every respect.

Yours very truly, THE TEXAS MOTORCYCLE CO.

**C. F. SPLITDORF**

Branch, 1679 Broadway

Walton Ave. and 138th St., NEW YORK



## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

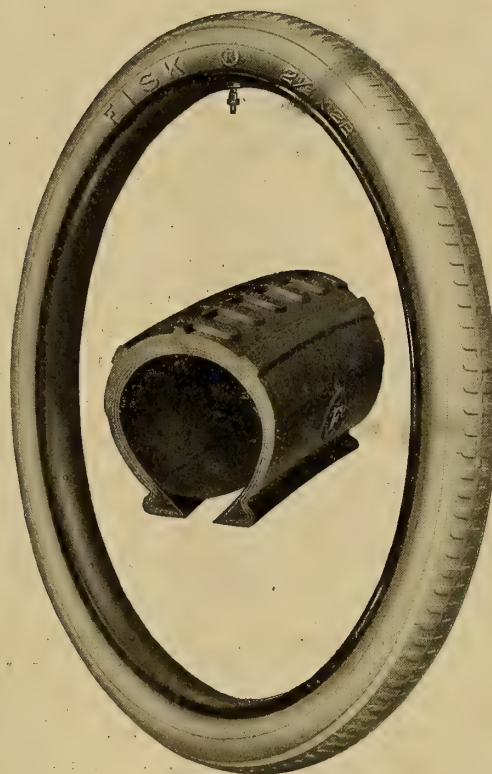
### PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co.

# FISK

## Gripfast MOTORCYCLE TIRE



GRIPFAST TREAD

### Safe and Dependable

THE new Fisk Gripfast Motorcycle Tire is more sure-footed on treacherous roads than any tread that has heretofore been put on the market, because the construction prevents skidding and provides positive forward and backward traction.

THIS is a new tire that is built on automobile construction throughout, and is provided with the Fisk fine Para inner tube.

IT IS a de luxe motorcycle tire—not the cheapest in first cost—but the most economical where quality and service are a consideration.

*Write for Illustrated Booklet*

## THE FISK RUBBER COMPANY

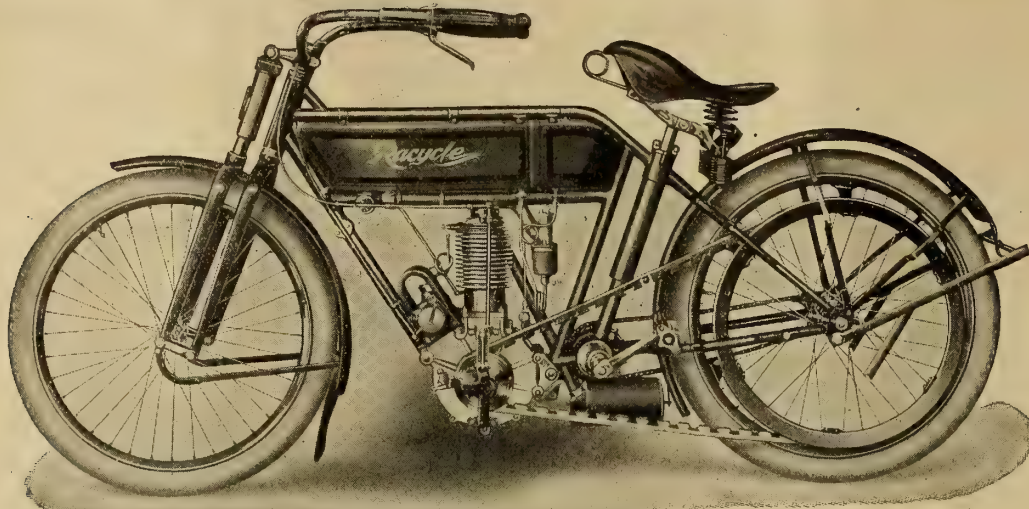
Department E

CHICOPEE FALLS, MASS.

*Twenty-three Direct Factory Branch Houses*



# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking  
method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your  
machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or  
cobble-stone pavements

For

**THE**

*Racycle*

Free  
Engine  
Clutch  
or  
Idler

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

**Ball Bearing Motor      Battery or Magneto**

**Musselman Motor Brake**

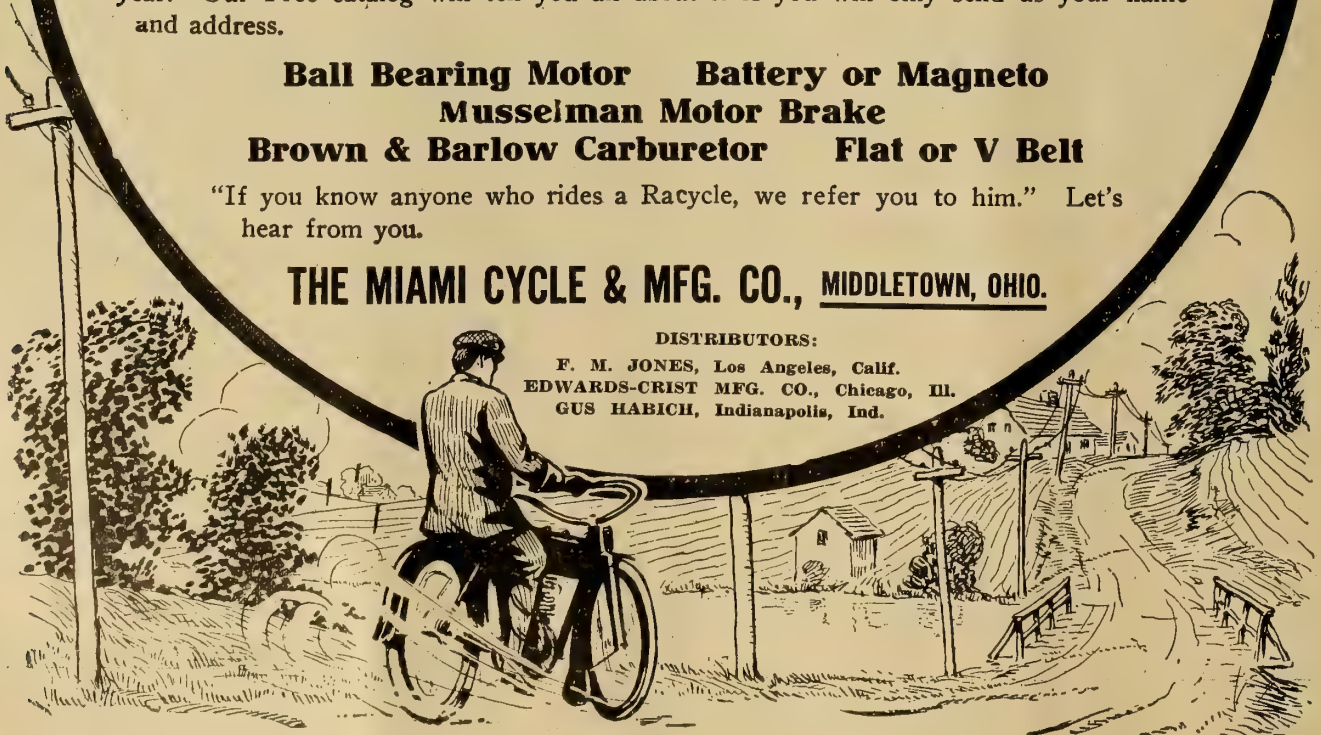
**Brown & Barlow Carburetor      Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

DISTRIBUTORS:

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded  
1877

Vol. LXII.

New York, U. S. A., Saturday, March 4, 1911.

No. 24

## WANTS A PLANT FOR DES MOINES

**Citizen, After Visit to Aurora, Urges a  
Motorcycle Factory—What He Saw  
at Thor Works.**

Des Moines, Ia., which is making a vigorous campaign for new industries and for the establishment of new business houses in its midst, has had its attention drawn to the desirability of having a motorcycle factory of its very own. One of its citizens, Byrd Moore, recently returned from Aurora, Ill., filled with enthusiasm over Des Moines's having a plant for the making of motorcycles.

"The importance of manufactories to the general prosperity of a city," says Moore, "and the necessity for procuring them is well exemplified by what I saw on a visit to Aurora, where I spent ten days working in and looking over the Thor motorcycle factory. This factory employs 800 men in its various departments. Its pay roll is \$20,000 a week. One such factory in Des Moines would contribute very materially to its prosperity.

"In my opinion, there is no good reason why Des Moines should not have one or more such factories. Naturally it soon would become a distributing point for these and similar machines and give employment to a large number of men."

## Louisville Has Live Agency Group.

Louisville, Ky., is to be well supplied with motorcycle agencies for spring business. The Excelsior is being handled by Ray Bros., 308 West Jefferson street, who are now exhibiting the 4 horsepower and the 6 horsepower models. The Flying Merkel agency recently was secured by L.

W. Thompson, 609 South Fourth street, who also handles the Yale. R. L. Davis, who is agent for the R-S, Pierce and Greyhound, came back from the Chicago show with the Pope motorcycle agency, while the Detroit is to be sold in Louisville by Paul Rullman, at Underhill and Broadway.

## Barrows Resigns from Holden Branch.

B. S. Barrows, who has been manager of George N. Holden's store at 17 Dwight street, Springfield, Mass., for the past two years, has severed his connection with the establishment. Barrows is perhaps best known to the older generation of motorcyclists and won the 1907 F. A. M. endurance run, making the only perfect score.

## Five Added to the Jobbers' List.

Five more concerns have been added to the eligible list of the National Association of Cycle Jobbers. They are: Brown-Camp Hardware Co., Des Moines, Ia.; Combination Ladder Co., Providence, R. I.; Fletcher Hardware Co., Detroit, Mich.; Giller, Ward & Hasner Hardware Co., St. Louis, Mo.; A. J. Harwi Hardware Co., Atchison, Kan.

## Goodyear Promotes Osterlich.

A. F. Osterlich, manager of the Chicago branch of the Goodyear Tire & Rubber Co., Akron, O., has been promoted to the post of western sales manager, and will have charge of all territory west of Chicago. W. W. Calahan, who has been connected with the Chicago branch for four years, will succeed to the management.

## Hart Leaves Excelsior for R-S.

Frederic B. Hart has resigned as advertising manager of the Excelsior Supply Co., Chicago, Ill., to go with the Reading Stand-ard Co., of Reading, Pa. He will handle the publicity work for the R-S motorcycle.

## MOTORCYCLES A MUNICIPAL AID.

**Will be Staged at Big Municipal Exposition in Chicago—Regarded as  
"Police Necessity."**

Motorcycles are to be made a feature of the International Municipal Congress and Exposition which is to be held in Chicago, Ill., September 18-30, in the Coliseum, Armory and Exposition Grounds, and which is endorsed by the city council of Chicago and by most of the prominent Chicago associations having to do with civics, citizenship, economics and industry. Nothing is eligible for exhibition in the exposition that is not useful to the operating department of a city, and motorcycles are regarded by the management as coming within this restriction, inasmuch as they are now regarded as a police necessity and are also being used to no small extent by fire departments. Space for commercial exhibits is charged for at the rate of \$2 per square foot for the entire period of two weeks. Edward H. Allen, 1107 Great Northern building, Chicago, is the manager directly in charge of affairs.

## Lima Dealers in Receiver's Hands.

The Hub Cycle Co., of Lima, O., dealing in bicycles and motorcycles, has gone into the hands of a receiver, R. E. Thomas, the head of the concern, confessing insolvency. C. J. Brotherton has been named as receiver.

## Dowse Gives Up G & J Presidency.

B. C. Dowse, president of the G & J Tire Co., Indianapolis, Ind., has resigned that office. His resignation becomes effective on March 10.



### Uses Water as Cylinder Decarbonizer.

That occasional bugaboo of the motorcyclist, a carbonized cylinder, has been put to rout by J. W. Leavitt, of the San Francisco (Cal.) firm of Leavitt & Bill, who describes his *modus operandi* as follows:

"Run the engine until it becomes good and warm, preferably run it with a late spark to get the engine hot. Then take a pint bottle of kerosene in one hand and a pint bottle of water in the other and pour kerosene into the intake of the carburetor until the engine chokes down and runs irregularly. Stop until the engine picks up, then pour water into the intake of the carburetor until the engine again runs irregularly, then alternate doses of kerosene and water until you use a pint of each.

"The theory of this is that as soon as the water gets into the combustion chamber it turns to steam, which loosens all the carbon around the combustion chamber and valves. Motorcyclists may at first think this is a strenuous treatment, but they will be surprised to find that the water does not seriously interfere with the running of the engine, and being taken into the carburetor above the spray nozzle, in no way remains in the carburetor. We have used this decarbonizing process with great success and enthusiastically recommend it to all riders, who will be surprised at the increase in power of their machine after its use."

### Ovington Creditors Get \$.00095 Per \$.

Creditors of the Ovington Motor Co., New York City, the destinies of which were presided over by Earl L. Ovington, have been informed by Stanley W. Dexter, referee in bankruptcy, that out of the estate they will receive a final dividend of .095 per cent., or 95 cents for each \$1,000 indebtedness. Meanwhile, Ovington himself is in France and has just been awarded a certificate as a licensed pilot of a Bleriot monoplane, having passed the flying test and examination by the Aero Club of France.

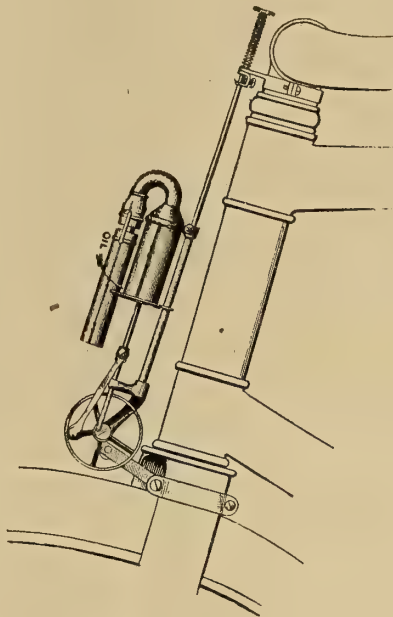
### Salt Lake Dealers are Organized.

Dealers in Salt Lake City, Utah, have formed an organization called the Salt Lake Cycle Dealers' Association. The officers are as follows: Charles Brewer, of the Bicycle Supply Co., president; E. B. Heagren, first vice-president; E. C. Clafflin, secretary; B. M. Anderson, treasurer. All of the dealers in motorcycles and bicycles were present at the initial meeting. The association has made a plea to the city council for a reduction in the motorcycle license fee.

### Whistle Pumps Its Own Air Power.

Giving a clear, shrill but musical alarm, a signal device for bicycles and motorcycles, known as Hall's automatic whistle, and retailing for \$1, is now being marketed to jobbers by the D. P. Harris Hardware Co.,

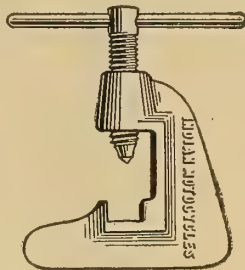
48 Warren street, New York City. While primarily intended for bicycles, it may be applied to motorcycles as well, if proper adaptation be made in the attaching. For bicycle use the whistle is placed on the



front fork under the crown head. As shown by the illustration, the device consists of a small traction wheel for pressing against the tire, a piston pump connected to the wheel by a small crank, and a whistle operated by the air from the pump when the whole arrangement is pushed down toward the tire by a push rod extending to the top of the handle bars. When the hand is withdrawn from the push button, the wheel is thrown out of contact with the tire by a spring attached to the whistle. The operator can give a loud and continuous whistle or a succession of whistles. Even at a speed of four miles per hour, it is claimed, the whistle will give a sound that can be heard for many blocks.

### For Repairing Chains on the Road.

For the repair of motorcycle chains, either on the road or in the shop, A. H. Patterson, 1080-82 Bedford avenue, Brooklyn, N. Y., is offering the Renold chain tool, a device originated by Hans Renold, of Manchester, England, but now being made



on this side and marketed through the Hendee Mfg. Co., Springfield, Mass. Its construction is shown in the accompanying illustration, and the tool, which retails for

75 cents, is made of a quality of material amply strong for the powerful action that is brought to bear on the chain link in making a repair. The tool will take the standard  $\frac{5}{8}$  inch rolled chain.

### Causes for Crank Case Oil Seepage.

If an engine or two-speed gear develops a sudden tendency to oil seepage through the parting line of the crank or gear case, the cause should be investigated at once. While the trouble may be due only to the loosening of a few case bolts, there always is the possibility that some sudden strain has wrenched the shafts and bearings enough to spring or even crack the case. If such is found to be the trouble it is time to "make tracks" for the repair shop.

### Greiss to Distribute Racycles.

Distribution of Racycle motorcycles in Pennsylvania and southern New Jersey has been placed with George H. Greiss, 1233 Vine street, Philadelphia, in accordance with arrangements just completed by the Miami Cycle and Mfg. Co., Middletown, O. Greiss is one of the veteran cycle tradesmen of the Quaker City and is thoroughly in touch with the whole territory which has been allotted to him.

### Heil Opens Store in Paterson.

Norman Heil, of Paterson, N. J., has opened a motorcycle and bicycle store at 45 Hamilton street. He will handle the Merkel, Marvel and M-M motorcycles, together with Peerless bicycles and a full line of motorcycle and bicycle supplies and accessories. A repair shop also will be maintained in connection with the establishment, which will have ample storage facilities.

### Martin Expanding After Its Fire.

The J. H. Martin Arms Co., of Little Rock, Ark., has secured new quarters, following a fire which totally destroyed the company's store and contents. The company is resuming business on a larger scale than before and intends issuing a catalog and to undertake the jobbing of bicycles and cycle sundries.

### Line Inspector Gets a Motorcycle.

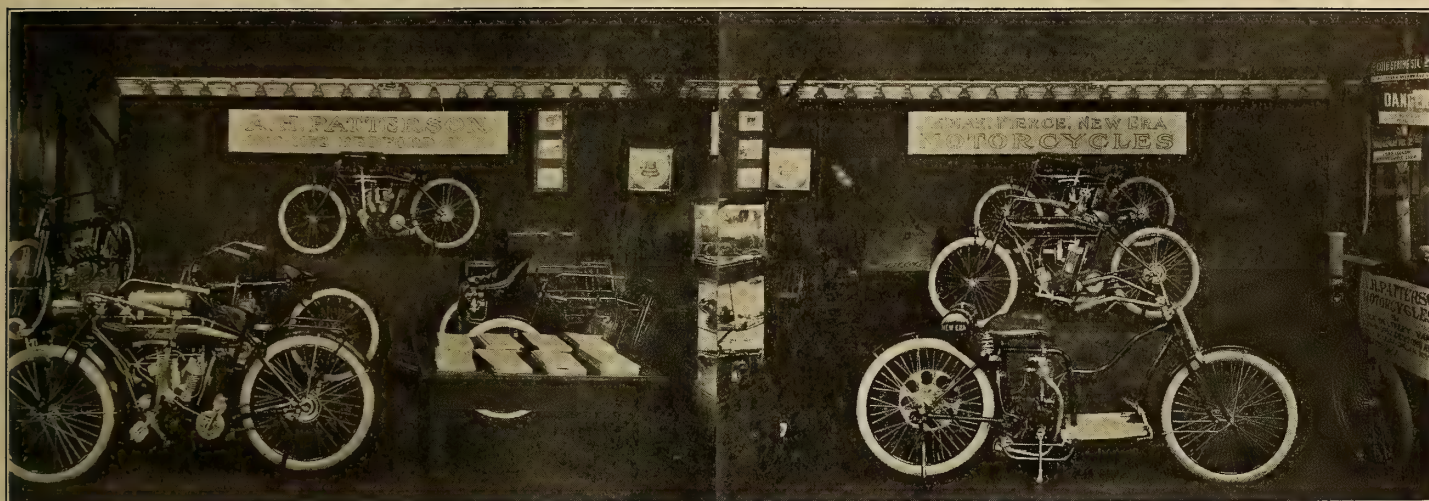
For the daily inspection of several hundred miles of high tension electric power wire, the Oregon Power Co. has equipped one of its men with a motorcycle. The machine is a Harley-Davidson, of the 1911 model, purchased from the Harley-Davidson Motor Co.'s representative in Eugene, Ore.

### Will Handle Marvel in Georgia.

An agency for the handling of Marvel motorcycles in north and east Georgia has been placed with Epps Garage, of Athens, Ga. The concern is located at 392 Washington street, and has good facilities for storage and repairing.



## IMPRESSIVE MOTORCYCLE EXHIBIT AT BROOKLYN AUTOMOBILE SHOW.



A. H. Patterson, of Brooklyn, staged Indian, Pierce and New Era machines, together with motorcycle accessories.

### Interest Increasing in Crescent City.

New Orleans has been slow to take up motorcycling, but the local dealers are unanimous in the opinion that the recent races will be of immense benefit in stimulating the sport. Never before has the public exhibited such keen interest and enthusiasm in the machines, which this year shared equal honors with the motor cars for favor and applause. The show which was held in connection with the races also did much to familiarize the public with the features of the two-wheelers. Agencies for the Indian, Merkel, R-S, M-M and Racycle have been placed in New Orleans, and the outlook is bright for a substantial increase in riders in the city and surrounding territory this year.

week, being the only motorcycle dealers who exhibited.

### Williams to Sell Motorcycles.

G. P. Williams, New Bedford, Mass., is going to sell motorcycles and has secured the Indian agency, which formerly was held by the late Hoyland Smith, the old bicycle rider, and became open at his death. Williams is hunting for a suitable location downtown and is experiencing considerable difficulty in finding one where annoying restrictions pertaining to the handling of gasoline are not in force. He eventually may be forced to locate on the west side.

### Taunton Firm Absorb a Competitor.

Beauvais Bros., 9 Whittenton street, Taunton, Mass., who have the Indian agency and handle bicycles also, indicate their business prosperity by absorbing a competitor. They have bought out Edward McDonald, 28-30 Cohannet street, an old bicycle dealer who has been in business for 23 years, and will operate their new venture as the Taunton Cycle Co. Their line of bicycles includes the Yale, Reading Standard, Dayton and New England. A complete line of bicycle sundries and motorcycle accessories are carried in both stores, which are well equipped to take care of storage and repairs.

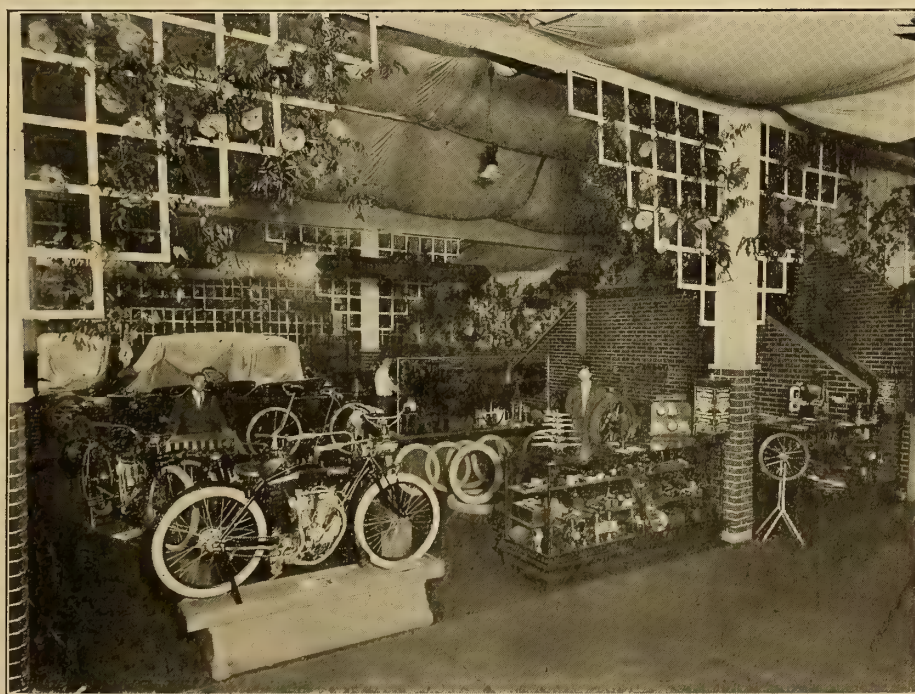
### CINCINNATI DEALERS' FINE SHOW DISPLAY.

#### "Jack and Jill" a New Departure.

Numerous advantages of the New Departure coaster brake for the bicyclist are uniquely set forth in a series of colored post cards that are being sent out to bicycle dealers only by the New Departure Mfg. Co., of Bristol, Conn. The series consists of six experiences of Jack and Jill who "went up the hill to fetch a pail of water." Jill equipped her bicycle with a New Departure and comes through all of the strenuous experiences with safety, while Jack, without a coaster brake, suffers a violent conversion to the need for one. Dealers may obtain the whole series on application.

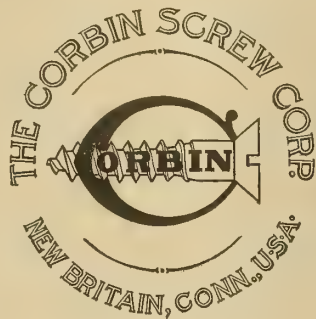
#### Hartford Dealers Lease Larger Quarters.

Finch & Hayes, 47 Albany avenue, Hartford, Conn., who have the local representation for the Merkel and Thor, have taken a new store. It is located at 275 High street, and affords a much better location all around, for in addition to giving considerably more "elbow room," it also is conveniently situated to catch in and out bound tourists. The firm had a very attractive display of motorcycles and accessories at the local automobile show last



The Bumiller-Remelin Co., of Cincinnati, had a handsome array of Indian motorcycles and accessories at the local show, resulting in considerable business.

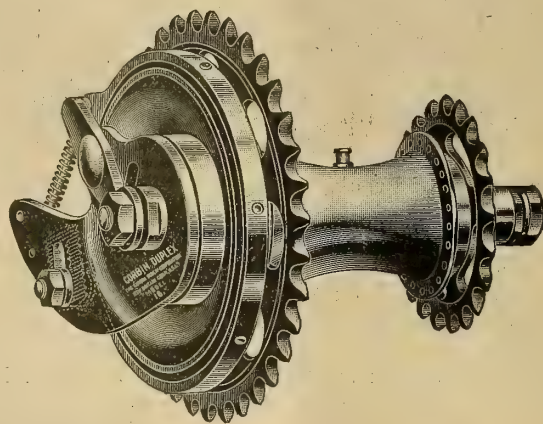




# CORBIN

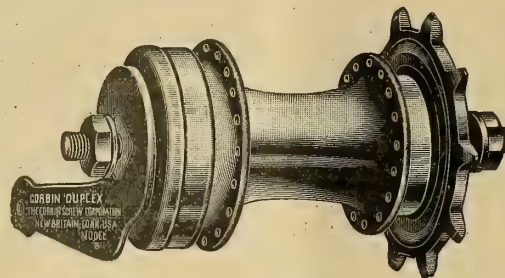
## Corbin V-Band Motorcycle Brake

*Built on a scale commensurate  
with the duties of a high speed  
motorcycle brake.*



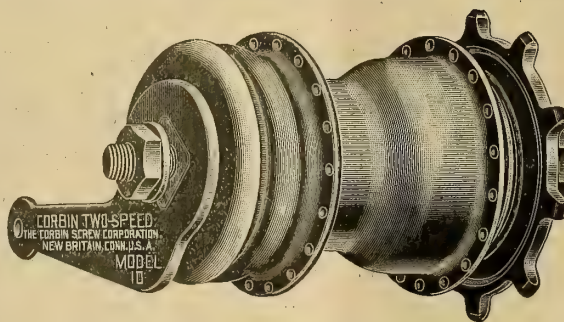
## Corbin Duplex Bicycle Coaster Brake

*In every part and function a truly  
perfect coaster brake.*



## Corbin Two-Speed Coaster Brake

*Giving the cyclist high or low gear  
at will, together with coasting free  
wheel and efficient brake.*



**Corbin Screw Corporation**  
NEW BRITAIN, - - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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Change of advertisements is not guaranteed unless copy therefor is in hand on MONDAY preceding the date of publication.

To Facilitate Matters Our Patrons Should  
 Address us at P. O. Box 649.

NEW YORK, MARCH 4, 1911.

## A Tour that Will Help Motorcycling.

That the proposed Providence tour will be of inestimable benefit to motorcycling in the territory through which it passes admits of no argument to the contrary. Every dealer in every city and town on the route will share in the large amount of new business that the tour will create, and the general public will see for themselves that refined people who are well able to afford motorcycles, and in many cases motor cars, too, indulge in the sport. It is safe to say that every inch of the way from Providence to Niagara Falls and back will be an ovation to the tourists, with each city and town striving to outdo its neighbor in hospitality.

When motorcyclists realize the grand time that the tour holds in store for them and what an ideal vacation outing it will be, they will let nothing prevent them from participating in it, and the entries will be way beyond the expectations of the management. The tour management should not overlook the opportunity for motor-

cycle publicity which the tour offers. The daily press will be only too glad to print pictures and matter concerning the tour, and the management should see to it that there is a publicity committee appointed that will devote itself to supplying this information to the press.

## High Power the Demand at Present.

At present the chief demand is for high powered motorcycles. Dealers are frank to admit that a majority of their sales are of the larger machines and that where the purchaser is not limited by his pocketbook he seldom chooses a machine of  $2\frac{3}{4}$  or 3 horsepower.

When, however, a rider does buy a low powered machine, he almost invariably comes back later for a higher powered one. He has found that his little runabout cannot keep company with the big roadsters, and he does not want to be a trailer. He wants to stay with the rest of the crowd, he wants to hold up his end.

Pride has considerable to do with the present popularity of the high powered machines, for when a rider of a small machine once becomes the butt for the sarcasm of his fellows who have to stop and wait for him every once in a while, he usually feels hurt and makes up his mind straightaway to get a faster machine that will put a stop to further criticism of his slowness. Whatever degree of popularity the lightweight is destined to attain, seems to rest with the middle aged class of riders yet to be interested in the sport, who will not be influenced by taunts of their inability to pass everything on the road.

## Abolishing the Grade Crossing Peril.

Massachusetts motorcyclists have mighty little to be thankful for to the state authorities hedged in as they are by obnoxious regulations governing the operation of their machines on the roads of the commonwealth, but they may be able to derive some small consolation from the knowledge that the munificent number of 13 grade crossings have been abolished during the last year. That makes 13 less death traps, but there still remain 1808 of these aids of the Grim Reaper, that are on the job 24 hours of the day and every day in the year. Incidentally, New York has nearly 9,000 too many of these death crossings, which have exacted a terrible toll in lives since the motor era began, and the legislature has been asked by the

state public service commission to appropriate \$6,000,000 a year toward the cost of their abolishment.

Inasmuch as a good many people like to see just what they are getting before they part with their money, and a good many others do not like to write letters, it is possible that some arrangement could be made by the secretary of the F. A. M. with local motorcycle dealers to handle the F. A. M. novelties and jewelry on a commission basis. Undoubtedly a good many of the articles could be sold on a direct basis of this sort that could not be sold by mail order methods for the reasons stated. The proposition resolves itself into a question as to whether the F. A. M. is in the novelty business to make money and how anxious it is to distribute a large quantity of the goods.

Commendation of the motorcycle for police service is given in the Journal, of Dayton, O., one of the prominent newspapers of that city, as the result of a recent police incident. The Journal says:

"The police motorcycle proved its efficiency in a hurry-up call last night, when news was received of the first murder which has been on the local calendar for many months. On this occasion the speed machine had some time to spare, but it is gratifying to know that when the emergency calls for getting an officer on the scene without a second's delay, the motorcycle is at hand."

In arranging road contests, clubs should take pains to designate the events correctly. For instance, a majority of clubs are prone to characterize a contest of 100, 150 or even 200 miles as an "endurance run," when the F. A. M. competition rules specify that no road event under 350 miles in length shall be recognized as an endurance run. All contests under this distance properly should be called reliability runs, for that is what they really are. It is as easy to use the technically correct designation as it is the incorrect one, and the contest does not suffer any loss of prestige by the change.

There is a chance for the F. A. M. to spend some of its legal fund to good advantage in Louisville, Ky. A \$2 annual registration and license fee for motorcycles is proposed.



# Coming Events

1911 FEBRUARY 1911							1911 MARCH 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4				1	2	3	4
5	6	7	8	9	10	11	5	6	7	8	9	10	11
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28	FEBRUARY—SECOND MONTH				26	27	28	29	30	31	
			8 <sup>TH</sup>	15 <sup>TH</sup>	22 <sup>ND</sup>	29 <sup>TH</sup>							30 <sup>TH</sup>
			FIRST Q.	FULL M.	LAST Q.	NEW M.							NEW M.
			FEBRUARY—SECOND MONTH										
			FEBRUARY—SECOND MONTH										

March 4-5, Oakland, Cal.—Opening meet on Oakland motordrome.

March 12, New York City—Acme Wheelmen's elimination trials for club cycle championships on Pelham Parkway.

March 26, Mineola, L. I.—New York Motorcycle Club's 25 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 16, New York City—Century Road Club Association's ten miles handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo, N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 23, New York City—Motorcycle Touring Club of New York's first cup triotrial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, Brooklyn, N. Y.—Empire City Wheelmen's 15 mile handicap road race; open.

May 8, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 18, New York City—Century Road Club of America's 50 mile bicycle road race.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race, open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup triotrial, Newburg and return, 150 miles; open.

August 15, 16, 17, 18, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup triotrial, Newburg and return, 150 miles; open.

September 24, Floral Park, L. I.—Century Road Club of America, New York State Division, 100 mile bicycle record run, open.

## Foreigners in England's Competitions.

Sixteen machines, including two Indians, already have been entered for the English Tourist Trophy race in the Isle of Man next June. Most of the entries are for the big race, the lightweight class receiving comparatively few nominations because it is felt that the course is too severe for the smaller machines.

Motorcycling in England rapidly is taking on an international aspect. In addition to the impending DeRosier-Collier match for the world's championship, the North-West London Motorcycle Club is arranging an international hill climb with the Lyons (France) Motorcycle Club. The event probably will be held on the Gaillon hill in France, where many famous automobile climbs have been held.

## Want Less Speed in Castle County.

The speed limit for motorcycles will be reduced from 25 to 15 miles an hour in Castle county, Del., if the bill introduced in the legislature by Representative White becomes a law. This is the only county in Delaware that has improved roads, and the Kenneth turnpike, on which several motor fatalities have occurred recently, is in this district.

## Streator Organizes a New Club.

The Streator (Ill.) Motorcycle Club has been organized and will affiliate with the F. A. M. Officers elected for the first year were: President, Lloyd Painter; vice-president, M. G. Neffs; secretary and treasurer, Art. Van Loon; captain, R. C. Arthur.

## "Saying Good Things About It."

"Enclosed is my check for renewal. The Bicycling World and Motorcycle Review is the only real paper of its kind I ever see any more, and you can bet I am saying good things about it in New England."—C. A. Van Doren, Boston, Mass.

## March Meeting of Louisvillians.

The Louisville Motorcycle Club, of Louisville, Ky., holds its monthly meeting on March 6 at the store of R. L. Davis, 911 Broadway. The annual election of officers is one of the important features scheduled for the session.

## TWISTED TRADE TERMS.



"Star Ball Retainer."



## SUSPENSIONS FOLLOW RACING ROW

Los Angeles Track Manager Accuses Riders of Spoiling His Meet—Violations of Contract Alleged.

Suspension of F. E. Whittler, Al Ward and M. J. Graves by State Referee McCulloh and a general round of recrimination and excitement has followed another merry motorcycle race row that has broken out in Los Angeles, Cal., where the dove of peace has not been seen for a long, long time. This time the trouble is not between the two chief racing camps, but between the race riders and George I. Kreamer, the race meet promoter, and it came to a head on Sunday, 26th ult., when Jake DeRosier, the chief of the Indian racing camp, withdrew Charles Balke from the contests at the Coliseum. DeRosier forbade the Indian riders from entering any events under 50 miles, while Manager Kreamer, who was running the meet, wanted Balke and others in the short events. When Balke received word that he was not to ride, Whittler, of the Merkel team, refused to ride unless Balke did. Other riders then withdrew and Manager Kreamer was forced to call off the meet, 3,000 people being turned away disappointed.

Whittler was supposed to have a contract to ride, and he therefore was put un-

der temporary suspension by McCulloh for violating his contract. Graves and Ward also are under suspension for not appearing according to contract on Washington's Birthday, when they went to Riverside instead of entering the Coliseum races. They say that their non-appearance was due to a misunderstanding, as their manager, C. L. Smith, without their knowledge, had already arranged for them to ride at Riverside when they signed up with Kreamer. The suspension of Whittler, Graves and others is binding until the charges against them concerning violation of contract with the track management has been passed upon by the chairman of the competition committee, Dr. J. P. Thornley, of New York.

Kreamer has forwarded a protest to the Federation of American Motorcyclists. He declares the suspension of Graves and Whittler failed to reach the "real offenders" and blames DeRosier for most of the trouble.

"DeRosier should be barred from racing by the F. A. M.," insists Kreamer. "He is not a sportsman and doesn't care whether the public gets the value of its money or not. I am utterly disgusted with the bunch of professional racers. I shall not attempt other programs on the local track until I can secure machines and riders uncontrolled by factories.

"The fault with the F. A. M. is that the officials spend time worrying over plans for obtaining correctly the cubic contents

of cylinders, while they allow breaches of faith with the public to go unpunished. A few weeks ago a prominent Indian rider contracted to race at the Coliseum. The meet was set for a Sunday, but it rained and the rider himself was the first to suggest a postponement. I agreed to the postponement, understanding that the contract already signed held good for the following Sunday. When the day came there were 5,000 people at the Coliseum. Within 15 minutes of the time for the first race the rider demanded \$50 extra before putting on his togs. He also removed all Indian machines, despite the fact that his action would kill the meet, until I came across with the fifty.

"The factories should be taken out of the sport altogether. Their influence should be held subordinate to that of the race promoters and track owners, who, being dependent on the public, keep the wants and rights of the race followers closely in view. As it is now the factories dominate the national meets of the F. A. M. I would have rules made that track owners and promoters, acting with officials of the F. A. M., would not permit factory men to hold office in that body."

### Dallas Plans a Reliability Run.

A reliability run from Dallas to Denton will be undertaken shortly by the Lone Star Motorcycle Club, of Dallas, Tex. The distance is about 50 miles and leads through pretty rough country.



"Punctured."



## TRIES SNOW RIDING FOR HIMSELF

New York City Motorcyclist is Spurred to  
Adventure by Reading of Others—  
His Day's Experiences.

[Inspired by pictures and descriptions of winter rides, a New York City motorcyclist recently essayed a snow-bucking venture for himself, just to try the sensation. Immediately he returned from his day's adventures he sat down at the typewriter and indited an account of them, as given herewith.]

If all things and persons in this world were as faithful as my dear old reliable motorcycle, this would indeed be a wonderful world. For the past three weeks the snow has practically kept us in, and a short ride within the city limits is indeed a poor substitute. So this morning, without any forethought or preparation whatsoever, methought I would at least try and follow the example of some of these "winter riders" we have been reading so much about. Without contemplating too long, lest I should perhaps change my mind, I wheeled "old reliable" out of its shed, and after putting a few drops of gasoline in the priming cups, I gave it one kick and in the chuggedy-chug-chug I understood that it was telling me that if I would do my part it would stand by me and take me whither I wished.

A few of the boys came out and inquired where I was going, and I said, "I am bound for Nyack; won't you come along?"

But they shook their heads, and said, "Stay home, old man, or you will be sorry."

I caught the 11 o'clock boat for Fort Lee, and after the ferry-boat's bucking the ice for 20 minutes we started on our 62 mile jaunt. "Old reliable" carried me up Fort Lee hill faster than I really cared to go, but I thought it well to make hay while I could. We got almost as far as Englewood, N. J., where an automobile forced me into the deep snow, and after going for a few rods farther, only by using my free-engine, I decided to take to the sidewalk, which at this place was cleared.

Half wanting to go back, yet still wanting to see how I should find the going farther on, I kept moving. Where the sidewalk ended I took to the road again, fully expecting to fall, but to my surprise I found it was quite easy going, provided I maintained a speed of 20 miles per hour or more. All roads seemed alike with the snow covering them, and with the exception of here and there, where the road had been little used, they were good. In these places I found myself skidding from side to side, but I kept right side up and continued going. About half way up I heard a screeching siren, and, quickly glancing back, saw that it was a large automobile wanting to pass me. But remembering what the other machine had done to me, I decided to "hog" the center of the road for

a while until I could conveniently let it pass. It took about five miles, so I considered I was justly revenged for what happened at Englewood.

At 12:45 I reached Nyack, and the ice was so caked on the mudguards that I wonder it did not throw me. I stopped at the St. George for dinner, and to my surprise ran into the automobile party whose way I had blocked, and it expresses it but mildly to say that my apologies were profuse.

After leaving Nyack I followed the main road for ten miles further on, and reached the little village of Nanuet. It was on this ten mile stretch that I had the only two falls of the day. Each time it was for the same reason, and each time I broke my free-engine control. Being a holiday, the towns all turned out in sleighs, and it was in slowing up to pass one of these that I skidded and fell.

If it were not for having to slow up to pass sleighing parties, and if there were no sharp turns to make, riding in the snow would be more delightful than summer riding. Everything is delightfully clean and there is no blinding dust. When the free-engine control broke I realized that without it my trip would have been impossible, for I had used it continually, and always in starting.

I got back to Nyack at 4 p. m., and reached New York without any further mishap at 5:20. I suppose I looked pretty cold and haggard, but when I got home and into some clean clothes and sat down to dinner, I can tell you that it was no stay-home-and-sit-by-the-fire appetite that had to be satisfied, but an appetite that would make one of the Bronx Park grizzly bears look sick. I indeed felt like a real live man.

STANLEY B. THORPE.

## NOVEL EQUIPMENT FOR WINTER POLICE SERVICE.



When the word came to Motorcycle Policeman D. C. Benter that the police department of Pittsburg, Pa., was considering giving him and his brother motorcycle officers other duties in order that the motorcycles might be stabled for the winter, because of the snowy and slippery conditions of the streets, he immediately set about fixing his machine so that it would fully satisfy the department as to its winter capability of carrying an officer without falling. He converted it from a two-wheeler to a three-wheeler and fitted it

with a top, as shown in the illustration. The change in wheels was accomplished in less than half an hour, by the use of a fore-car skeleton that he obtained, after which Benter worked out the top scheme. So pleased was the department with the working of his police tri-car with top, that Benter has been assigned the task of changing all the police motorcycles to the same pattern, in which form they will be used until spring comes, when they will resume their normal appearance and will discard the top and third wheel.



**WILD RACING AT THE MARDI GRAS**

**Chapple and Mitchell Win Six Straight by  
Dare Devil Riding—Stubbs Injured—  
Wickwire's Brilliant Work.**

Over a course more closely resembling a freshly ploughed field than a race track, some of the most thrilling and spectacular motorcycle racing ever seen in this country was witnessed by thousands of spectators at the three day Mardi Gras speed carnival on the one mile Fair Grounds track at New Orleans, La., on Saturday, Sunday and Monday, 25th to 27th ult. The motorcycle events resulted in a clean sweep for the House of Merkel, represented by A. G. Chapple and Arthur Mitchell, who won all six events, but not without the hardest kind of a struggle. Their opponents, Robert Stubbs and Rex Wickwire, who rode Indians, fought tooth and nail every second that they were in action, and put up a battle royal. In their defeat they have the satisfaction of knowing that they gave the winners the stiffest fights of their racing careers.

Strange as it may appear, it was left to outsiders to show the Orleaners the best motorcycle racing they ever have seen. Mitchell and Wickwire are Texans; Stubbs hails from Alabama and Chapple belongs to New York. This quartet were the only contestants. Not a local rider upheld the honor of his city. Two local men, Miller and Jensen, were entered, but after practicing with the veterans previous to the first day's racing, they realized that they were hopelessly outclassed and wisely withdrew. The way the visitors skidded around the turns was beyond their comprehension.

There was one accident in the motorcycle events. It occurred on Sunday. Chapple and Stubbs were swinging a turn with elbows touching and skidding dangerously but neither would give up. Suddenly Stubbs's machine turned completely around, throwing him off. Chapple hit Stubbs's machine and tossed it over on its rider, who was lying in the dust insensible. When the crash came Chapple's machine rocked violently, but he managed to save himself from going down. In another instant Wickwire came tearing around and narrowly missed Stubbs, who still was lying on the track. When the physicians looked Stubbs over they found that he had a badly bruised right leg and other minor injuries. He did no more riding and was taken home to Birmingham on Monday. Chapple drew a pair of crushed toes in the smash, but was able to ride on Monday.

**First Day—Saturday.**

Ideal weather favored the opening day of the meet and a brilliantly attired crowd of large proportions was present. The track

already was badly cut up by the racing cars, and no fast time was expected. The motorcycle events were sandwiched in between the automobile races, which made it harder and more dangerous for the motorcycle riders, for each time that they went on the track it was worse than before. There were two motorcycle events each day, all being professional free-for-all classes. All of the machines used were of seven horsepower, with chain drive.

The first event called was at five miles, and brought out Mitchell on a Merkel, and Stubbs and Wickwire on Indians. Chapple did not ride on Sunday, having smashed his machine in practice. However, he made himself useful by acting as coach to his team mate and operated a secret signal code on one of the turns. Stubbs got the jump on the others at the gun, and immediately cut out a scorching clip which kept him in front for the first few miles. The others were at his heels, however. The way that Stubbs dipped and rose in the terrible ruts like a tenderfoot lashed to an untamed broncho, made the spectators gasp. Every time that Stubbs skidded away from the pole Mitchell closed in a bit and gradually forced the Alabaman out of the lead; the latter never quit fighting, however, and Mitchell's victory was a narrow one: Wickwire was a close third.

Amazed at the daring displayed by the pilots of the two wheelers, the crowd was keen for their second appearance. The distance was ten miles and the same trio started. Again Stubbs proved quickest on the break and stayed in front until the third mile, with the others pressing him hard. Then Mitchell forged to the front, not to be ousted. Wickwire was pushing Stubbs hard for second and finally wrested it from him. The former then went after Mitchell, but was unable to go by, although he made repeated and desperate efforts to do so. Mitchell flashed under the wire a winner by a little more than a length, with Wickwire leading Stubbs by a similar distance. The times were remarkably fast considering the condition of the track, although, of course, no records were broken.

**Summary:**  
Five miles—Won by Arthur Mitchell, Dallas, Merkel; second, Robert Stubbs, Birmingham, Indian; third, Rex Wickwire, San Antonio, Indian. Time, 4:48.75.

Ten miles—Won by Arthur Mitchell, Merkel; second, Rex Wickwire, Indian; third, Robert Stubbs, Indian. Time, 4:51.68.

**Second Day—Sunday.**

An even larger crowd turned out for the second day's racing, and the weather continued fine. Not so the track, however, which was worse than on the first day. Not only was the grandstand packed, but the crowd also filled the paddock and overflowed to the track and the infield. Chapple got into action this day, and all four riders were out. The first race was at five miles, the men being sent away from a rolling start.

Chapple got the lead and Stubbs immediately disputed it, with Mitchell and Wickwire close behind and themselves fighting for the pole. In the first mile Chapple in his anxiety to hold his lead took the turn too fast and skidded away from the pole. Stubbs was wide awake and immediately slid into the opening, taking the pole and lead. Chapple recovered himself quickly, and, straightening out, set out to recover his lost ground. He appeared to throw caution to the winds, and took desperate chances. Stubbs was equally game, and refused to be ousted from the lead. It was while this hammer and tongs fight was in progress that the accident occurred that put Stubbs hors de combat for the rest of the meet. It was with genuine regret that the crowd witnessed his retirement, for he had won their admiration by his brilliant work.

Mitchell's machine also went wrong about this time, leaving Chapple and Wickwire to fight it out for first place. Despite the loss of a pedal and both exhaust pipes, which were torn off when he struck Stubbs's machine, Chapple was able to beat Wickwire by a few inches.

Mitchell got his machine in shape for the ten mile event, making it a three cornered contest, with Wickwire left alone to uphold the honor of the Indian. He did it, too, in fine style. Mitchell got away first, Chapple tacked on and Wickwire was glued to Chapple's rear wheel. This order continued until the fourth mile, when Chapple made a bid for the lead. Swinging out from behind Mitchell on the grandstand turn, the New Yorker plowed right into the ruts, which were very bad outside of the pole. Mitchell fought hard to stave his mate off, but the latter was not to be denied, and with one supreme effort he swooped in almost under Mitchell's bars and flung himself in front. Mitchell made a valiant effort to regain the lead, but a chain broke and he no longer was a contender. With Mitchell's retirement Wickwire moved into second place and went after Chapple's scalp. The latter was going like a hurricane with no regard for the ruts, and Wickwire had plenty to do to hang on. He was able, however, to prevent Stubbs from pushing him out of second berth, and that was the order of finish. A blanket would have covered the trio as they flashed under the wire. **Summary:**

Five miles—Won by A. G. Chapple, Merkel; second, Rex Wickwire, Indian; third, Arthur Mitchell, Merkel. Time, 4:55.10. Stubbs, Indian, also started.

Ten miles—Won by A. G. Chapple, Merkel; second, Rex Wickwire, Indian. Time, 10:02.13. Mitchell, Merkel, also started.

**Third Day—Monday.**

Reeking with oil and ringed by deep ruts and furrows, the track was in abominable shape. Only two of the racing cars were able to get around it under the minute. Despite the many other Mardi Gras at-



tractions the crowd showed its preference for the races by attending in larger numbers than on either of the previous days. In the opening event, five miles, Chapple got away first and commenced to make a runaway. He was widening the gap and taking great chances when in the third mile his recklessness brought him a sudden check that cost him the lead. He skidded into the pole fence on the lower turn, scraping the paint off, but managed to avoid falling, although the mishap slowed him and Mitchell swept into the lead. Wickwire also came up and challenged Chapple for second place, but the latter fought him off. Mitchell's gait kept him in front to the finish, while Chapple beat Wickwire for second honors after a hard struggle.

The final race of the meet, at ten miles, was of a tabasco brand and one of the best of the carnival. Chapple and Mitchell were determined to make it six straight for the Merkel, while Wickwire set out to break their clean string of victories. It was a duel between Chapple and Wickwire from the start. They alternated in the lead, fighting tooth and nail, with Mitchell trailing close, awaiting an opening to head off his opponents.

The fight between Chapple and Wickwire brought the crowd to its feet and they cheered the pair lustily. Back and forth they see-sawed with only inches separating them. In the fifth mile Mitchell dropped out, his oil having given out. Chapple again took the lead in the eighth mile never to relinquish it, although Wickwire fought more desperately than ever as they neared the finish. Coming down the stretch for the last time, Chapple was leading by a length, and although Wickwire made a last supreme effort it was not enough to overhaul the streak of orange in front that shot under the wire a winner by less than a length, amid the cheers and plaudits of the multitudes. Summary:

Five miles—Won by Arthur Mitchell, Merkel; second, A. G. Chapple, Merkel; third, Rex Wickwire, Indian. Time, 4:57.67.

Ten miles—Won by A. G. Chapple, Merkel; second, Rex Wickwire, Indian. Time, 10:02.28. Mitchell, Merkel, also started.

#### Knappe's Mount Was Misnamed.

Newspaper men who do not follow motorcycle racing closely, and consequently are not very familiar with the earmarks of the various makes of machines, sometimes are apt to put the rider on the wrong make of machine, which accounts for Erwin Knappe, of Los Angeles, Cal., being credited with riding a Thor when he really rode an Indian in the races at the Coliseum on the 12th ult. Therefore with Knappe's performances transferred to the Indian account, where they rightfully belong, the showing of the latter for the meet is considerably enhanced and includes first and second in the 100 mile and first in the stock event.

## WHAT SWENSON SAW IN LONDON

### Brooklands Track Will be Rough for De Rosier—Englishmen Want Information for Laying Wagers.

After an absence of 18 years from Sweden, his native land, B. A. Swenson, the well known Providence (R. I.) dealer, who for some time had been entertaining a longing to again visit the scenes of his boyhood, completed arrangements that resulted in his sailing with his wife and family from New York on December 8. Although the family were seasick almost all of the way over and back, Swenson himself proved immune to the dreaded mal de mer, probably, as he explains, because he has ridden motorcycles so much that his internals have become well accustomed to being shaken and rolled about.

During their stay in London Swenson and family were the guests of W. H. Wells, manager of the Hendee Mfg. Co.'s branch, and Mrs. Wells, and their visit to England was made very pleasant. It was during this part of the trip that Swenson got in close touch with motorcycles again, although he kept posted on American affairs through the *Bicycling World and Motorcycle Review*, which was sent to him regularly by the manager of his Providence store.

On the walls of the Hendee branch, Swenson found many pictures of American riders, and also, much to his surprise, a large panorama of the Providence Motorcycle Club on its annual photograph run last year. During his stay in London Swenson made a few observations that surprised him greatly, particularly the great number of side cars that are in use over there. They are as plentiful as motor cars, while tri-cars are practically dead. Another surprising thing that he noted was the great popularity of the three wheel cycle delivery van, similar to that made by the Consolidated Mfg. Co., Toledo, O. These vehicles were to be seen in droves, and he thinks it very strange that they have not caught on over here to a greater extent.

From a motorcycle standpoint, the most interesting feature of Swenson's trip was his visit to the famous Brooklands track with Wells. When the party arrived at the track they found motorcycles and motor cars racing around the track and aeroplanes flying overhead, all at the same time.

In view of DeRosier's impending visit to Brooklands, Swenson's observations of the condition of the track, and his opinion of DeRosier's chances for breaking records are of timely interest. As is well known, the surface of Brooklands is of cement, which is laid in large squares. As the track has aged, it naturally has settled some in places, and the surface has become bumpy and wavy, and in places has cracked. Work

constantly is going on repairing these bad places, but of course the spots that are rebuilt are bumpy, just as is asphalt that is patched up.

So bumpy is the track that Swenson gives it as his positive opinion that DeRosier or any other human being, no matter what his constitution or strength may be, cannot stand the pounding for 100 miles at the pace at which DeRosier usually rides. He says that any man who attempted such a feat on a motorcycle would collapse under the terrific punishment before 75 miles had been covered if he did not quit voluntarily. Therefore Swenson does not look for DeRosier to break any long distance records.

On the other hand, he thinks that DeRosier surely will get the short distance records, for the long straight stretches and wide turns with high banking permit a machine of any power to be turned wide open and left there all the time. The track is banked like a saucer, and it is impossible to run off it on the turns, says Swenson, unless you deliberately ride over the top. It is 100 feet wide and measures  $2\frac{3}{4}$  miles to the lap.

While at the track Swenson was offered an opportunity to ride around it, but did not care to do so, as the Indian racing machines which were stored in a track garage were all greased to protect them from dampness, and he did not care to get his hands and clothes soiled. During his stay at the track one Indian rider, a young lad of the effeminate type came on and indulged in a bit of speed work.

After making a few laps the youth steered over to where Wells and Swenson were standing and said: "Mr. Wells, what is the matter with my machine that I cannot get more than 35 miles an hour on the spark?" "Why," replied Wells, "how fast do you want to go on the spark?" "Oh, 55 or 60 miles," said the rider. Swenson thought 35 miles pretty good on the spark alone for a 5 horsepower stock twin with road equipment. As is well known, the practice of christening machines with pet names, which are painted on the tank, is quite popular in England. This particular rider had painted on his tank in white letters the words: "Little Morning Glory," which caused Swenson to chuckle broadly when he spied it.

It is not generally known in this country that betting on motor car and motorcycle races is very common in England. Such is the case, however, and Swenson says that many riders whom he met asked him a number of questions regarding DeRosier, with a view to laying wagers on him when he is matched with the Colliers and other English cracks. In fact, DeRosier's coming has them pretty well stirred up and they are collecting all possible dope on his American performances and his ability to ride on small and large tracks. That considerable money is to be wagered on his racing seems certain.



## ENTHUSIASM A-PLenty AT PROVIDENCE BANQUET

Speakers Tell of Progress and Prospects Affecting the F. A. M. and the Sport—Fun Enlivens the Proceedings—A Successful Affair of Far Reaching Importance.

Good fellowship, and enthusiasm over the sporting outlook for the coming season, were the dominating features of the annual

would not work with the stronger fuel, ginger ale and other milder fluids were provided.

travels. Swenson proved a very entertaining speaker, and his story of the trip, which is given elsewhere, proved highly interest-



PROVIDENCE MOTORCYCLE CLUB IN ANNUAL BANQUET SESSION AT VERDANDI HALL

banquet of the Providence (R. I.) Motorcycle Club, held in Verdandi hall, Sunday evening, 26th ult. Thirty-three members and their friends did full justice to the viands that were set before them. Just before the guests attacked the good things they modestly consented to pose for a flashlight photograph. When the smoke of the flashlight powder had rolled away the diners fell to, and the choice turkey and all the accessories disappeared quickly, aided by the abundant supply of amber colored Narragansett gasoline which was placed at every plate. For those whose carbureters

The tables were arranged in the shape of a U, the speakers' table forming the closed end. At this table sat Toastmaster E. L. Buffington, B. A. Swenson, H. E. Winslow, of the Providence Journal; N. T. Granlund, Providence Tribune; C. S. Williams, H. T. Miley, and J. J. O'Connor, of New York. When the wants of the inner man were satisfied, cigars were lighted and the guests tilted back their chairs to enjoy the post prandial exercises.

Toastmaster Buffington called first on B. A. Swenson, who recently returned from a European trip, for an account of his

ing. The narration consumed well over an hour and was interspersed with many humorous anecdotes.

When Swenson had finished, Toastmaster Buffington, who is chairman of the F. A. M. committee on transportation and facilities, told what his committee was doing and how its work would be of benefit to dealer and rider alike. A more detailed account of his remarks on the subject are given elsewhere. While Buffington was speaking, one of the most humorous incidents of the evening occurred. Ever since the Providence club held its first banquet,



loaded cigars have been one of the features of the annual function, and this year was no exception.

The wise ones were on the lookout for them, and when the weeds were passed first some accepted them with great suspicion while others knowingly declined them and produced some of their own. However, the ones were fooled, for although they anxiously watched those who had accepted the club's cigars there was nothing doing. The next time the cigars were passed more of the guests were willing to accept them. In fact, when the cigars had gone around a third time and nothing happened, some began to wonder if old traditions were to be ignored and whether there would be no imitations of Pain's fireworks.

It was on the fourth distribution of the smokes that the innocent looking containers of considerable mischief in condensed form were given out. In the midst of Buffington's talk there was a mild explosion in one corner and one smoker's cigar was blown to fragments. Then several others simultaneously poured forth volumes of sparks like Roman candles, and for a time the pyrotechnical display was very lively. Those cigars which did not contain powder had hidden in them a spring which when the tobacco burned down to a certain point was released and flew out, tearing the cigar in twain. None of the cigars were at all dangerous, but those who drew them were the butt of good natured bantering on the part of the more fortunate ones.

While all of the speakers up to this point had dwelt on subjects which were very interesting to the party and were listened to intently, the toastmaster thought it wise to inject a little humor into the gathering and called for some stories. After a few who later proved themselves good talkers had declined because of bashfulness, B. A. Swenson was persuaded to bring a few hearty laughs from those present. He succeeded away beyond expectations. Swenson sprung a surprise by giving a recitation which set the banqueters in an uproar. In fact it affected some of the party so hilariously that they rolled off their chairs in paroxysms of laughter.

When the gathering had recovered its equilibrium, a bit of vaudeville was introduced in the form of an exhibition of Indian club swinging by Edward Flynn. His work was good and was well applauded. Messrs. Williams and Miley then gave several songs to piano accompaniment, members of the party joining in the chorus. Swenson, why by the way proved to be the chief speaker of the evening, then was called on to give an outline of the tour to Niagara Falls and return, which he plans to hold this summer. This topic proved of greatest interest to those present, and many asked questions concerning it. The details are given in another column. There is no doubt of the success of the tour, and many of those present signified their intention of taking it in.

The benefits of the tour to the sport in general, and in creating new riders in the territory through which it passes, the prestige which it would give to motorcycling, and the advantages it offers as affording an ideal way of spending a vacation with pleasant companions, visiting many places of interest and making many new acquaintances, were pointed out by J. J. O'Connor, of New York. He strongly urged all present who could do so to take in the tour.

Story telling then was inaugurated, with Swenson, Williams and O'Connor as the chief offenders. It was after 11 p. m. when the gathering broke up after having had a most enjoyable evening. Although the attendance was not as large as was expected, it was due to two good reasons: First, the absence of Secretary Scott in South America, so that the publicity end of the affair was somewhat neglected, and second, the several days of bad weather the week preceding, which prevented any riding being done, so that the members did not get around to the dealers to be reminded of the coming event. President F. E. Domina also was unavoidably absent on a business trip in the South. The banquet received liberal notice in the local press the day following, which undoubtedly will redound to the benefit of the club and the sport in general locally.

In addition to those previously mentioned, the following were present: Adolph Torngust, Edward Lutz, C. H. Frazier, George H. Beard, Harry Wilkinson, F. E. Wilkinson, Eli Domina, G. W. Hayden, Oscar and Felix P. Beauvais, Taunton, Mass.; Ray N. Pellett, Robert R. Neff, W. L. W. Hillman, J. Clarence Loftes, C. P. Walker, E. E. Gerry, Everett, Mass.; G. L. Fisher, Everett, Mass.; F. B. Lewis, F. L. Redding, Wrentham, Mass.; Edwin G. Luther, John Kay, David R. Clark, E. P. Ellsworth, George P. Williams, New Bedford, Mass., F. Otis Eldridge, New Bedford, Mass.; Edward Flynn.

#### McCulloh's California F. A. M. Duties.

In connection with the announcement of A. H. McCulloh, 704 Wright & Callender building, Los Angeles, Cal., to succeed W. G. Collins, of San Francisco, resigned, as state representative of the competition committee, Chairman Thornley makes the following recommendations to those who will have business with McCulloh, the observance of which will, it is believed, facilitate matters considerably in the office of the new representative: "All communications referring to competition in California should be made to McCulloh direct; especially is this true of applications for sanction. Application blanks, together with the necessary fee in the form of a money order, express order or check, drawn to my order as chairman. Application blanks should be made out for each individual meet, and the regular official document should be received by the promoter from this office within a reasonable length of

time. McCulloh is empowered to issue emergency sanctions where the time would be too short for mail to pass between New York City and California, but in every instance the regular document should be received within a reasonable length of time."

#### "Tourists" Name Case Appealed.

Undaunted by the refusal of President Willis, of the F. A. M., to permit it to become affiliated with the organization under the title of "The Motorcycle Touring Club of New York," a name that already belonged to another affiliated club, the rival club that claims the name was quick to adopt the suggestion contained in the executive's letter of rejection that if they were dissatisfied with his decision they could appeal their case to the Board of Directors, the court of final resort. At a meeting of the unaffiliated club, held on Thursday night, 23d ult., it was voted to appeal the case to the Board of Directors. It also was brought out at the meeting that there is little or no animosity on the part of the incorporated club towards the affiliated body, and that even a disposition prevails to be friendly with them as a club. It further was disclosed that seemingly the real object behind the warfare that is being waged against the affiliated club is not directed against the club itself but is aimed against a certain member of the club who took a prominent part in organizing it and who has earned the enmity of several members of the incorporated club.

#### San Diego Club Tastes Mexican War.

War in Mexico is not confined to the two opposing armies, as a touring group of members of the San Diego Motorcycle Club, of San Diego, Cal., had a sample of it on their own hook on Sunday, 26th ult., according to press dispatches, when they visited the border town of Tia Juana. Whether it was the pop-pop of their exhaust that was mistaken for musketry or whether they were mistaken for gasoline cavalry, they were attacked by a Mexican who owns a canteen in the town. The Mexican was overpowered and was being led away when a number of Mexicans commenced battle with the Americans. A free-for-all fight ensued, which ultimately was stopped by the police. The Americans then returned across the line.

#### Marsicano the Star at Tampa.

John Marsicano, riding a Merkel, was the star of the Tampa (Fla.) Motorcycle Club's race meet on the 16th inst. He captured three of the four events, the other going to Carl Torres, Harley-Davidson. This pair were the chief contenders and furnished most of the thrills.

The race meets which are being conducted by various clubs throughout the country are stimulating great interest in motorcycles, and wherever a race is held increased club membership is noticeable almost immediately.



## NIAGARA FALLS TOUR PLANS OUTLINED

**Tentative Itinerary Selected for the Trip, Which Starts from Providence—An Easy Schedule—Fair Weather Riding Exclusively—Pooling the Fuel and Oil Cost—Taking Care of the Break-Downs—Ladies are Welcomed.**

Preliminary plans for the Providence tour to Niagara Falls and return this summer, which B. A. Swenson, its father, first broached at the Eastern District meeting last fall, were outlined by him at the annual banquet of the Providence Motorcycle Club on Sunday, 26th ult. Although a mass of detail work in connection with the project still is to be accomplished, it already is apparent that the tour will be about the greatest motorcycle event of the year, with the possible exception of the F. A. M. annual meet.

No definite dates have been decided on as yet for the tour, which will be of something between a week and ten days duration, and they will not be chosen until the dates for the F. A. M. annual meet are announced, for it is desired to avoid conflict with the latter, if possible, without detriment to the tour. However, it is planned to start the tour either the last week in July or the first week in August, if possible.

The start, of course, will be from Providence, and will be on a Sunday forenoon. The reason for starting on a Sunday is that Springfield, Mass., will be the terminus of the first day's run, which will be about 105 miles over excellent roads with few stiff hills. As the plant of the Hendee Mfg. Co. is located there, Swenson plans to have the tourists arrive early and enjoy the treat of going through one of the best equipped motorcycle plants in the country. He expects to make arrangements with the Hendee Mfg. Co. to this effect, and also have them provide several of their men as guides to show the visitors through the plant.

It will be obvious that Sunday is the best day that could be chosen for such a trip, for it will entail no interruption of factory work or loss of workmen's time, and on the other hand the visitors will be able to see more of the factory than would be possible on a week day. In fact, it is doubtful if the company would look with favor on a week day visit of the tourists, for the taking of such a large party through the factory during working hours would distract the attention of the employees and cause the loss of hundreds of dollars worth of time. Furthermore, there are certain departments which it would be impracticable to visit during working hours.

No exact route yet has been decided on, but a tentative one has been selected. As now planned the tour will go from Springfield through Pittsfield in the Berkshire

Hills, Albany, Utica, Syracuse, Rochester and Buffalo to Niagara Falls, where a day would be spent. The return trip would be over the same route as far as Albany, but the night stops would be in different cities than on the outward trip, thus giving the tourists a chance to get acquainted with as many cities as possible.

At Albany the tour would split into two divisions in order to give those who cared to a chance to take the ride down the Hudson and see New York City. Those who did not care to take this side trip could follow the regular course back through the Berkshires to Springfield and Providence. The New York party would return to Providence along the shore route through Bridgeport, New Haven and New London.

As to the apparently troublesome problem of arranging a schedule that would be satisfactory to all riders, Swenson seems to have solved this conundrum easily. His idea is to have no fixed time or mileage schedule, but a sort of control schedule instead. There will be no penalties whatever. For the first day's run all the tourists will be informed as to the route and the official stops. Then if the speed merchants want to race they can do so to their heart's content and no one will care. In fact, Swenson says the speeders can scorch until they melt their rims if they care to. The only stipulation will be that they wait for the rest of the party at designated points.

On the first day these controls will be at Worcester and Springfield. Riders who go ahead of the main party will be expected to wait for it at either the first or second place mentioned, as the case may be. When the main body of tourists arrive in a checking city there will be a roll call to see that all the tourists are accounted for before going on to the next large city. If there are any absentees at roll call, certain riders will be delegated to go back after them, give them any assistance needed and bring them back with the main party. The running schedule of the main party will be an easy one that can be maintained without effort and will enable the tourists to see places of interest. There will be no lolling or scorching, just a fair and sane pace.

Everyone knows that the average garage does not cater for motorcyclists' trade, because of the small quantities of gasoline which the average rider buys. In fact, the cost of selling a rider three quarts of gasoline often is greater than the profit on the

sale, the latter being eaten up by the cost of handling such a small quantity, evaporation, loss of workman's time, and other factors. Therefore when garages do condescend to sell to a motorcyclist they usually charge him 25 or 30 cents a gallon for his fuel. Furthermore, when a rider buys gasoline he often does not know just how much he needs, and frequently is unable to take a full gallon or the quantity that he has ordered. Nevertheless he pays for the amount ordered, while the unused portion is resold over again.

Recognizing all of these disagreeable features in connection with the purchasing of gasoline, Swenson has evolved a plan to eliminate them in connection with the tour. It is his idea to have some responsible person on the tour appointed to attend to the fuel problem exclusively. The duties of this gasoline and oil commissary will be to make arrangements with the garage people in each city where the tour stops to fill up all tanks and he will pay the bill. In this way the tourists will be relieved of the bother of attending to the filling of their tanks, will get their gasoline at wholesale, and will not be paying for gasoline that they cannot use.

The commissary will order the fuel in five or ten gallon cans, as the case may be, and will go among the machines and see that each is filled. The oil replenishment will be handled in the same way, and arrangements will be made in advance to secure a suitable quality of oil. When all machines are filled up the commissary will pay the bill and keep track of all of his expenditures for fuel. Of course it will be necessary to raise a fund before the start of the tour to take care of fuel expenses.

To this end it is planned to assess all riders of single cylinder machines \$2 and all riders of twins or fours \$3, which is expected to cover the cost of the gasoline and oil which each individual will require during the tour. It is figured that the amounts named will be sufficient to purchase enough fuel to carry the machines in the respective classes through the approximate 1,200 miles which the tour will cover. It is believed that the ratio is about right, and that twins will not use on an average more than one and one-half times that of a single, if even that. Should the amounts specified not be sufficient to cover the cost of fuel for the entire tour, of course another assessment will be made, while on the other hand if there is any of the fund unused at the end of the tour, it



will be divided among the contributors on the same basis on which it was collected. Furthermore, contributions to this fund are not compulsory. It is purely a money saving scheme, and is offered with the idea of relieving the tourists of all bother and worry in connection with the fuel question. Those who do not care to enter into the arrangement are entirely at liberty to secure their fuel in any manner they choose without any prejudice on the part of the tour management.

It is intended to make the tour a real tour in every sense of the word; to make it one that will appeal to young men, middle aged men and old men, and to girls and ladies as well. The management aims to impress on the novice that he need have no fear about being able to make the trip, and that he will be well taken care of at all times, and will receive every assistance possible. Even the old timer who has been riding since motorcycles first were made, can with profit go along and feel that it is worth while.

The only stipulation that the management makes concerning entries is that all machines must be of fairly recent vintage and must be in good running order. This ruling is made with the idea of shutting out old corks or machines that are on the verge of dissolution and which would be breaking down every few miles, not only spoiling the pleasure of the owner but that of all of the other tourists who would be delayed on his account.

At the conclusion of each daily run which would end well before darkness, an hour or so would be set aside immediately after arrival in which each tourist would be expected to look over his machine carefully, and put it in first-class condition for the following day. This recommendation is made with the idea of eliminating all morning work which might tend to delay the start of the tour. Any tourist will be given every aid possible regardless of what make of machine he rides.

Should a tourist have serious trouble on the road, such as a seized piston, broken connecting rod, or other unfortunate mishap, he will be towed into the nearest large city, where repairs can be made. He will be taken to a repair shop where such work can be done correctly, to get his machine running properly again. In fact, should it be necessary to work all night on a machine to get it ready for the next day's run, this will be done. This the tour management promises. Naturally, any tourist whose machine meets with a mishap will be expected himself to defray the cost of any needed repairs, but the management guarantees that he will have all possible aid in making them. It is the aim of the management to have no tourist drop out of the tour. Tourists who lose time on account of having to make repairs, can catch up with the main party by riding a little faster than usual, in this way not causing any delay to the tour itself. The fairness

of this provision to all concerned readily is apparent. In no case will a tourist be abandoned.

The tour management wishes to emphasize the fact that the tour will not be a rain or shine affair, but purely the latter. If a heavy rain comes up during the tour, it will lie over in the first town where accommodations for the party can be secured, and will continue when the weather and roads are fit. It is the intention of the tour management to have the tour stop long enough in each city and town to at least learn the name of the place, and also to stop at places of interest between cities. The duration of these stops will be determined by the tourists themselves, the majority ruling, of course.

That the tour is not intended to be and will not be a "one man affair" or a "one machine affair," the tour management emphasizes with great stress. All riders and all machines are eligible and are welcome and all will be treated alike. There will be no trade taint to the tour, and it is intended to make it a strictly non-partisan affair with all element of competition strain eliminated. There will be no awards save souvenirs to those who participate.

It is expected and recommended that each rider will carry a supply of small parts which are needed most frequently. In practically every city and town of importance along the route of the tour will be found agencies for every leading make of machine, so that tourists need have no fear of getting parts that may be needed, as well as tires and other sundries.

There will be a nominal entry fee, but it will not be compulsory. The proceeds of this fee, the exact amount of which will be determined later, will be expended in getting up an appropriate souvenir of the tour, which will be given to all participants after the tour is over. Those who pay the entry fee also will have a voice in the management of the tour to some extent. Each daily run will be determined on the night preceding, when the existing road and weather conditions are known, and those who have paid the entry fee will have the say as to the length of the following day's run. They also will have the choosing of the official name for the tour, which has not yet been selected, the name "Providence Tour" being only a temporary designation. Other than the conferring of this voting power on those who pay an entry fee, there will be no discrimination among the tourists.

Perhaps the question that has been fired at Swenson most frequently in connection with the tour is "What will it cost?" He thinks that it ought to be easy for any rider to make the whole tour for \$25 or \$30, and at the same time have a fine and enjoyable outing. The tourists can count on the hospitality of practically every club along the route, who will be only too anxious to provide a spread for the visitors and in other ways to show good will. This

hospitality will take care of quite a few meals that will not have to be bought. Next, there is no reason why riders who pair up cannot get good rooms for \$1 each or \$1.50 when alone. Tourists will have the privilege of stopping at any hotel they choose without prejudice on the part of the tour management. Local motorcyclists undoubtedly will be glad to render every assistance in aiding the visitors to secure suitable accommodations. There probably will be official hotels, and if this is decided on, it will be possible to secure special rates for a large party at that hostelry. Without stinting oneself in any way, and living in the same wholesome manner as at home, Swenson does not see why anyone cannot easily take in the tour for the sum named. Of course, if one wishes to be a "sport," it naturally will cost more.

Every courtesy and attention will be rendered to ladies, and it is the special desire of the management that there be a good response on the part of the fair sex. All undesirable persons will be excluded from the tour, and no rowdiness will be permitted. It is one that will be a credit and a big help to sport in general.

If the F. A. M. meet goes to Detroit, it is probable that the tour will take place at the same time, for it is not felt that it then would conflict with the meet seriously. Those who desired to attend the latter could take the lake steamer from Buffalo to Detroit, the journey occupying one night. If Buffalo gets the meet, the tour probably will start a few days ahead, so that the tourists will arrive while the entertainment in connection with the meet is in progress, so that the tourists can participate in it. It is not felt that the tour would hurt the national endurance run even if it were held at the same time, for the class of riders in each would be of an entirely different sort, one crowd being out for pleasure touring and the other for endurance honors.

At least 100 are expected to start from Providence, as Swenson daily is receiving many inquiries regarding the tour and many have signified their intention of participating in it. It is expected that new parties will join the tour all along the route, so that it will have doubled in size, if not tripled, when the Falls are reached.

It is the desire of the tour management that any one who may have any suggestions or criticisms to offer regarding the tour shall send them to any of the trade papers for publication. All such that may be published will be taken up and discussed by the tour management and acted upon if practicable. Suggestions and criticisms are heartily welcomed, and from time to time details of the tour will appear in the trade papers. Ample notice of the exact dates will be given so that vacations may be arranged well in advance. Any desired information concerning the tour may be obtained from B. A. Swenson, 298 Blackstone street, Providence, R. I.



## DE ROSIER TELLS OF HIS RIDE

Record Officially Accepted with Correction  
to 83 Miles 135 Yards—A Grueling  
Endurance Test.

Upon receipt this week from Referee Roy Symonds of the affidavits of the officials who served at Jake DeRosier's record trial at the Playa del Rey Motordrome, Los Angeles, Cal., on the 7th ult., together with the times, Chairman Thornley, of the competition committee, has accepted the records, and DeRosier and the Indian now hold all American professional records from one to 90 miles, inclusive. The acceptance of the records is made with the provision that while the records are flawless in every respect, and that the fact that no protest has been filed warrants such belief, however, the records always are open to protest and such action at any time will be entertained and fully investigated by the competition committee. The chairman did not deem it necessary or essential to await the report of the manufacturers of the micrometers used in measuring the machine, which instruments were submitted to them to be tested for accuracy. These findings will be announced later. The only change in the records as officially accepted is that the hour record is 83 miles, 135 yards, instead of 84 miles, 135 yards, as given in the first press reports of the trial. No credit is allowed for the odd miles above 90.

DeRosier paid a great price for his triumph, according to mail advices from Los Angeles. As he himself puts it, "it was punishing." When they lifted him from his motorcycle he was bent double, and for an hour he was unable to straighten up. For the last 40 miles of the long grind DeRosier rode practically blind. In some way the cold air of the beach track slipped under his goggles, bringing the tears, and he rode in a mist as thick as a London fog.

Here is the story of the way it feels to break the hour record, as given by DeRosier himself to the correspondent of the *Bicycling World and Motorcycle Review*:

"That 92 mile ride was more or less of an accident. You see I told one of the boys who travels with me that I wanted to ride for an hour. I hoped to be able to beat the hour record and that was all, so I put him up and instructed him to wave a white flag at me when the 60 minutes had elapsed. Instead of that, when the hour was up and he saw that I was going well, he thought he'd let me ride out the century. It seemed a mighty long hour to me, but I was surprised when they told me I had covered 92 miles.

"My engine measures 60.7266 cubic inches with a 3.6525 piston stroke and develops about 7 horsepower. I was some little time

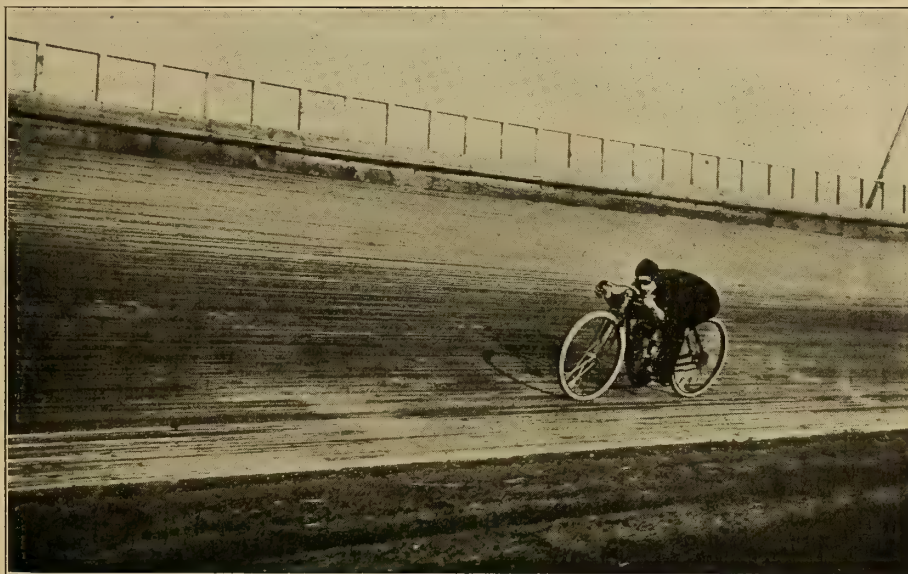
preparing for the test. In the morning I ate a light breakfast—a soft-boiled egg, some toast and a cup of coffee. At lunch I had the juice of one orange, and then, two minutes before I got on the saddle, a large drink of whiskey. It is not a good thing to eat too much when you're going to race. The tremendous jar of the engine and the cramped position are sure to make you sick if your stomach is full.

"For the first few miles of the race that day things went very well. I was sweeping around the track, knowing that I was making a good deal better than 40 to 45 to the hour, but when, along about the 15th mile, I opened her up still more and settled

to myself, 'Don't give in. You've stuck it out before and won, and you've got to stick it out this time. Stick!' Funny feeling.

"At one time I thought I was going to have trouble with the machine, but she proved true to the last second, and the only thing that prevented us from making the hundred miles was the fact that I had not taken enough fuel with me when I started to quite make it. I was sorry, when the result was told me, that I had not laid in more of the stuff.

"Of course I rode a racing saddle, and also, of course, I had stripped the machine as low as I dared. I tried a new scheme



JAKE DE ROSIER AT SPEED ON HIS RECORD HOUR RUN

down for the long drive, trouble began. Something went wrong with my goggles. The right one slipped a bit, and the first I knew my eyes began to fill with water. Then the cold air off the beach and ocean began to chill me. I was riding without any additional clothing and without gauntlets, and I got colder and colder. After I passed the 30 mile mark the real strain commenced. My head began to grow hazy. I wanted to quit, but was afraid to. Every nerve and sinew in my body ached with the jumping jar of the machine. Every explosion of the engine was a sharp pain. Things got blurred to my mind. I thought I had forgotten to fill the lubricating tank and worked the pump desperately. In so doing I got oil over my bare fingers and the wind did the rest. Pretty soon my hands began to get chilly, then cold, then freezing. I had to warm them by turns on the engine.

"One curious feeling I had after the 40th mile was passed. The people in the seats seemed dead to me. I knew in my head, of course, that they were cheering, and that I was wrong about it, but I could not get over the idea that I was racing 'round the same time I was saying over and over and 'round a track lined with corpses. At

with my tires, too. Instead of using the usual size, I had put on a larger pair made by the Goodyear people. Then I pumped them up to 85 pounds to the inch instead of 65, as heretofore. That made the riding harder, of course, but increased the speed wonderfully."

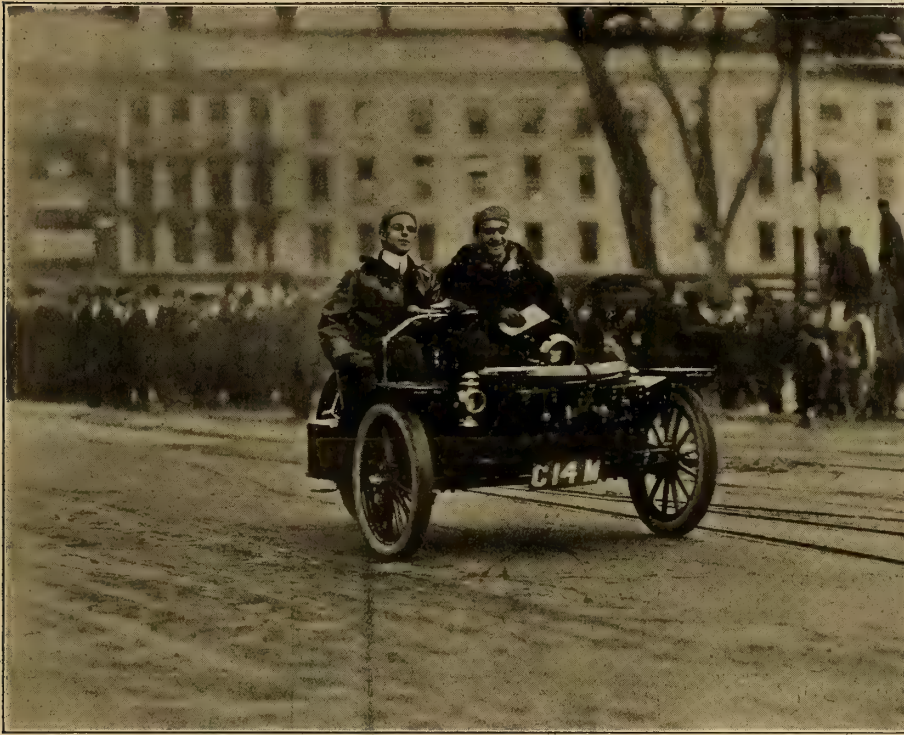
DeRosier says that he will compete for the Tourist Trophy at the Brookland motor track in London this coming June. The exact date he did not know, but believes it to be the 12th. He is very anxious to meet the English cracks, declaring that if he can beat them he will be more than satisfied.

### Maine Considering a Bad Bill.

If a new bill that has been introduced in the Maine Legislature becomes a law, motorcyclists will have to pay \$2 per year to operate their machines in the state. It is an automobile bill introduced by Senator Donigan, of Somerset, and classifies motorcycles as automobiles of the first class, including those of 10 horsepower or less. The bill also provides for the carrying of lights in foggy weather, and prescribes speed limits of about eight miles an hour at curves, and 12 miles an hour in built-up sections.



## FROM HARTFORD TO SAN FRANCISCO IN A THREE WHEELER.



A Kelsey motorette, made by the C. W. Kelsey Mfg. Co., of Hartford, Conn., starting last week from the Hartford city hall for San Francisco.

**Schieder Breaks 74th Armory Record.**

Bicycle races continue to be star attractions at the indoor games held in the 65th and 74th Regiment armories, Buffalo, N. Y. In the two events on the program at the 74th games, Saturday, February 25, the best local talent participated, and the former armory record was broken by Joe Schieder in one of the heats in the two mile handicap race, Schieder's time being 4:30. The former record was held by Fred Schudt; time, 4:32½.

On the one mile open event those who qualified for the final were: Albert Kruschel, Fred Schudt, E. Arenz, Tony Burke, Lloyd Stafford, Joe Schieder and Leo Wilcox. The race was won by Schieder, Schudt being second, while Arenz and Stafford were third and fourth, respectively. Time, 2:22½.

Eight contestants qualified for the final in the two mile handicap event: Fred Schell, Lloyd Stafford, W. Anthony, Joe Schieder, H. Kingbaum, Joe Tanner, Fred Flasch and Tony Burke. Stafford won the race, with Schell, Flasch and Burke following in the order named. Time, 4:25½.

**Leahy and Waters Win at Hartford.**

Two bicycle races were among the long list of events on the program of the indoor meet of the Second Division, Naval Militia, held in the state armory at Hartford, Conn., February 21. In the unlimited pursuit race Leahy and Miller, both of Hartford, were the contestants. Leahy won. The one mile open race was won by Waters, Second Di-

vision N. M.; second, Perkins, Second Division N. M.; third, Coburn, Irish American A. C. Time, 3:40½.

**Propose Better Roads for Ontario.**

Better roads will be found in Ontario, Canada, if the government accepts the offer made by the Ontario Motor League. It is proposed to raise a voluntary annual tax of 50 cents per horsepower per automobile, and put the amount in the hands of the government for the maintenance of good roads. The government will be asked to pass special legislation to enable it to receive a private tax and apply it to a public purpose. On the 5,000-odd cars in the province, the total yearly amount would be about \$62,500, and the league stipulates that it be used only by the government or by the various municipal good roads movements.

**Dresden Gives a Unique Six Day.**

Dresden, Germany, has the honor of having a six day bicycle race that is both unique in character and in the size of the track on which it is run. The board saucer which has been built for the affair is 16 laps to the mile, while the race itself is a handicap affair, the stronger teams being obliged to gain so many laps a day on their weaker rivals. Rutt is to be one of the scratch men. The race ends on March 7.

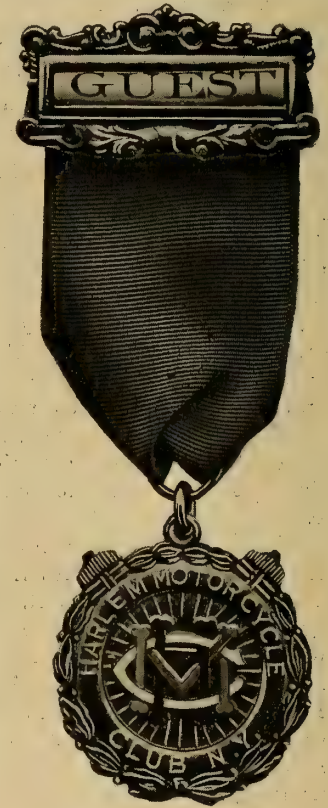
**Townsend Best at Millrose Games.**

The five mile bicycle race at the Millrose A. A. games, 13th Regiment armory, Brook-

lyn, N. Y., February 22, was hotly contested. The final was won by J. Townsend, New York A. C.; E. H. Goodwin, Irish-American A. C., second; no third. C. A. Mohrmann, Irish-American A. C., finished in third place, but was disqualified. Time, 12:42½.

**Harlem Motorcyclists Give a Dance.**

Pretty decorations, pleasing music, a well polished floor, and a gathering of about 75, mostly of the younger set, combined to make the first annual ball of the Harlem Motorcycle Club, in Alhambra hall, Lenox avenue and 125th street, New York City, on Tuesday evening, 28th ult., a most successful affair, and one of which the club may be proud. While the crowd was not large, it was of sufficient numbers

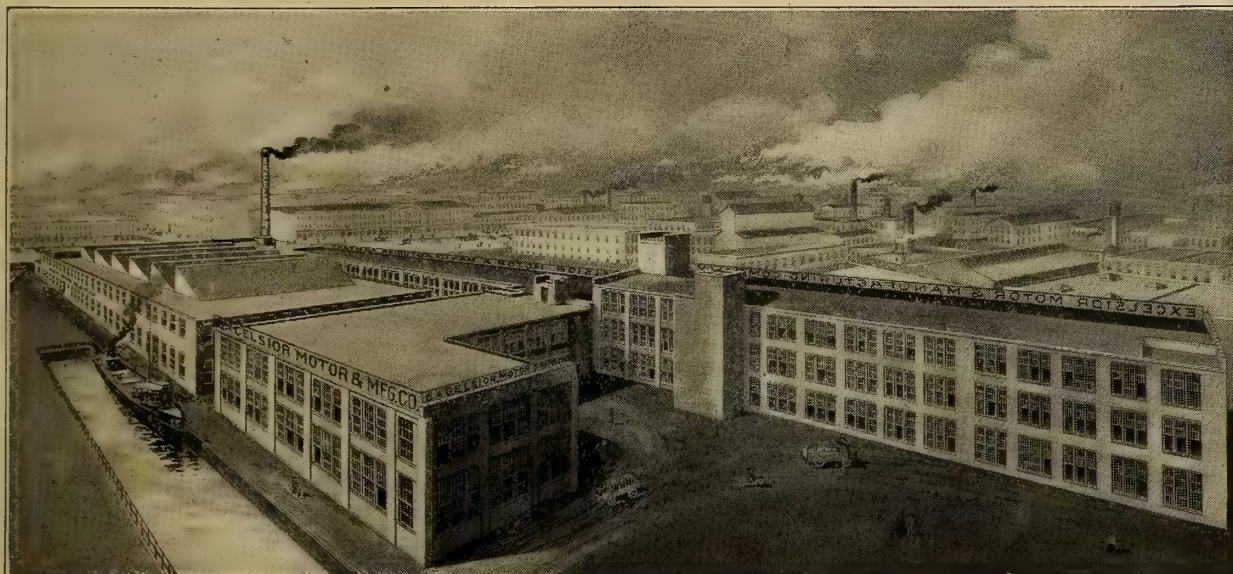


comfortably to fill the hall without causing congestion. The majority were in evening dress. The dance program consisted of 24 numbers, and it was well after 2 a. m. when the strains of the last waltz died away. In the selection of a souvenir for its guests, as shown in the accompanying illustration, the club struck a happy chord and assured itself of their remembrances of the occasion for a long time to come. The favors took the form of a neat badge consisting of a clasp plate at the top bearing the word "Guest," suspended from which was a blue ribbon, and linked to the latter was a gilt finished medal bearing the club emblem and monogram. The ball was a subscription affair, the members raising a fund in advance to guarantee the expenses. However, the club will clear a fair sum when all returns are in.



# The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



The factory producing the

# EXCELSIOR LAUTO-CYCLE

is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

With the buildings just finished, the total floor space is slightly over 190,000 square feet and the machinery and equipment is the best obtainable.

A comparison of these facilities with those of factories with a limited product or building only a part of the machine will clearly indicate one of the reasons for

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**. R. C. OF A. WINNERS ANNOUNCED****Fraysee Leads the Mileage Men and La  
Rossa the Century Riders—The  
Record for 1910.**

With 22,645 miles to his credit, E. E. Fraysee, who was high man for 1909, has emerged as winner of the 1910 mileage competition of the Century Road Club of America, while Thomas LaRossa, a new rider, who with 21,108 miles, was second in the mileage competition, is first in the century competition, having 128 centuries to

W. L. Russel..... 2,304  
R. G. Westervelt..... 2,270  
H. C. Sommer, Jr..... 2,266  
H. Geiler ..... 2,218  
J. W. Hedden, 1,904; J. R. Maddox, 1,807; H. F. Weinert, 1,760; Henry Kest, 1,694; George A. Knopf, 1,552; T. W. Davis, 1,290; P. J. Sheary, 1,148; James Lantelene, 1,115; John Bailie, 1,053; N. O. Tarbell, 1,010; H. E. Fischer, 931; J. G. Schmidt, 919; C. B. Walker, 867; L. G. Massucci, 866; H. B. Hall, 841; Gus Wohlrab, 736; A. P. Bastide, 728; George Milk, 714; Peter Smith, 417; William J. Hampshire, 214; H. P. Andrews, 191; J. J. Siegrist, 123. The total mileage of the members was 122,274.

**THOMAS LA ROSSA, WINNER OF THE CENTURY COMPETITION**

his score. Both Fraysee and LaRossa have five double centuries. In the mileage competition the third conspicuous figure is L. A. Fraysee, the 15 year old brother of E. E. Fraysee. The youngster got third place by making 10,928 miles during the year. Four inter-city records were broken by members during the year, according to the official record, these being: New York City to Albany, June 5, by Joe Noe; New York City to Boston, June 19, by Alvin Loftes; New York City to Philadelphia and return, August 21, by Joe Noe; Boston to Springfield, Mass., October 30, by F. I. Perreault. The official mileage report is as follows:

E. E. Fraysee.....	22,645
Thomas LaRossa .....	21,108
L. A. Fraysee.....	10,928
A. D. Dawson.....	7,112
Joe Noe .....	5,231
F. I. Perreault.....	4,183
E. O. Spillane.....	4,166
F. E. Mommer.....	2,893
H. H. Wheeler.....	2,780
E. Leuly .....	2,708
C. F. Kudrle.....	2,602
A. H. Seeley.....	2,560
H. H. Hintze.....	2,420

The record of the number of centuries for each rider in the century competition is as follows:

Thomas LaRossa .....	128
E. E. Fraysee.....	61
A. D. Dawson.....	55
F. I. Perreault.....	31
F. Nemzer .....	23
F. E. Mommer.....	21
H. C. Sommer, Jr.....	16
L. A. Fraysee.....	14
Joe Noe .....	14
J. R. Maddox.....	12
W. L. Russel.....	11
H. B. Hall.....	10
L. B. Massucci, Emil Leuly, Henry Kest,	9 each;
H. Geiler, W. E. Bracket, 8 each;	
A. H. Seeley, 7; Gus Wohlrab, E. O. Spil-	lane, Ernest Ball, H. F. Weinert, 6 each;
George A. Knopf, 5; J. G. Schmidt, R. G.	Westervelt, 4 each; Edward Wilk, James
Lantelene, W. H. Kirchner, 3 each; A. P.	Bastide, Charles Kudrle, P. J. Sheary,
Charles Hausenbauer, William P. Murdy,	I. Higgins, A. J. W. Eberhart, H. H.
Hintze, I. Goldin, Harry Early, Alvin	Loftes, George Steinert, 2 each; H. E.
Fischer, J. F. Malone, P. Katz, George	Milk, C. F. Travis, 1 each. The total num-

ber of centuries was 522. The double centuries are as follows: Thomas LaRossa, 5; E. E. Fraysee, 5; F. I. Perreault, 2; C. Sommer, 1; Joe Noe, 1; J. R. Maddox, 1; A. Loftes, 1; F. Menzer, 1; J. Steinert, 1. Triples: E. E. Fraysee, 3; F. Nemzer, 1. Quads: E. E. Fraysee, 1. Sextuples: E. E.

**E. E. FRAYSEE, MILEAGE WINNER**

Fraysee, 2. Blue bars were issued to F. I. Perreault, A. D. Dawson, Thomas LaRossa and W. L. Russel.

**New Yorkers in Roller Competition.**

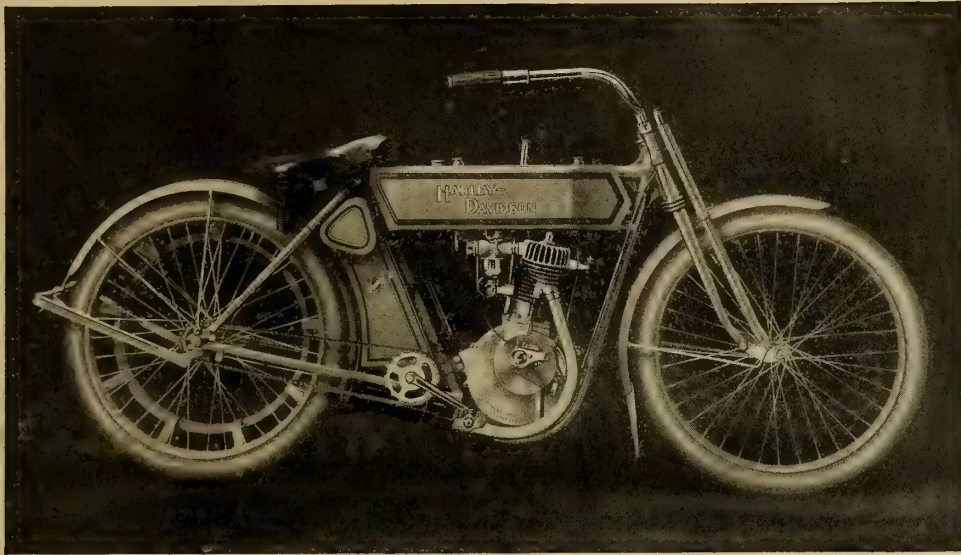
Good time was made at the home trainer races, under the auspices of the Century Road Club Association, at J. C. Foley's motorcycle garage, Jerome avenue and 165th street, New York City, February 25. The best half mile time was made by F. Lillunthal, who covered the distance in 57 seconds. The one mile honors were carried off by W. Knauerhase in 2:10½. H. Lillunthal made the best two mile time in 4:49. The time for each contestant for the total distance covered, three and a half miles, follows: F. Lillunthal, 8:07½; H. Lillunthal, 8:11; J. W. Clement, 8:29½; E. Schuber, 8:30; W. Knauerhase, 8:30; B. Baker, 8:32½. Further contests are to be held in the near future.



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# THE HARLEY-DAVIDSON STARTED THE 1911 SEASON WITH A CLEAN SWEEP

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At Hemet, California, February 4th, Lee Sheppard riding a regular stock single cylinder HARLEY-DAVIDSON

## Won Every Event on the Program

including even the Pursuit Race in which he conceded a handicap of  $\frac{1}{4}$  mile to a powerful double cylinder machine of another make.

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## PARIS SEES A STIRRING CARD

Friol is Beaten by Dupre—Walthour and Moran Succumb to Guignard—Beyl Beats a Relay.

When the 7,500 wild-eyed fans who were anxious to see the triangular match between Walthour, Moran and Guignard at the Palais des Sports, Paris, France, stormed the doors of that famous velodrome, they expected to see something worth while, and they were not mistaken. Rarely has there been a race meet at which the results have furnished more surprises, or at which the "advance dope" went to smash so badly as at the meet of February 19. That Guignard would be capable of beating Moran was hoped, but hardly expected, but that he would even succeed in humiliating Walthour was more than the Frenchman's friends had dared to think possible, and pandemonium reigned when it was seen that Guignard was winner. On top of this surprise came the decisive victory of Dupre over Emile Friol, champion sprinter of the world, in two straight heats, and the splendid showing made by Beyl against Charron-Rousseau, winners of the recent six hour race, riding as a team against him. All in all the meet fairly choked with stirring incidents and the fans for once got "their money's worth."

The chief event of the evening undoubtedly was the big motor-paced match between Guignard, Walthour and Moran, over 50 kilometers. Both the Americans started with a rush, piling up a lead of half a lap within a few minutes, the Frenchman taking things rather easy at first. After a few kilometers Moran discovered something wrong with his pace and called for another machine, and, while he did not lose very much ground during the change, the little retard he did suffer was sufficient to put Guignard into second place. The pace now became extremely fast, Moran trying hard to make up his lost ground, and Walthour just as determined to maintain a good advantage.

Gradually Walthour increased his lead until he was a bare 50 yards behind Guignard, almost succeeding in lapping the Frenchman. The latter, realizing his danger, now made a magnificent spurt, and, flying by the plugging Moran, drew up to the runaway Bobby. At the tenth kilometer the position was: Walthour, Guignard 100 meters in the rear, Moran one and one-half laps to the bad. Moran found the pace far too swift for him, and before another minute had lost a second lap. A fierce duel now began between Walthour and Guignard, the former slowly but gradually increasing his lead to half a lap at the end of the 20th kilometer. The time for the 20 kilometers was 16:51½.

Walthour suffered a puncture, and, calling for a new machine to be ready, rode two full laps at high speed on the deflated front tire. Only a miracle saved him from a bad fall. As the French reports have it, "You could have heard a pin drop during those two laps, and when he finally did stop, a sigh of relief went through the house." Naturally, Guignard did not stop to inquire after Mr. Walthour's health in the meantime, but put on all the speed he was capable of, piling up a lead of four laps and a half before the American could get into his stride again. It seemed all over but the shouting, when all at once Moran, the "boule-dogue" from Chelsea, true to his pseudonym, came up from the rear with a rush and made things lively for the Frenchman. He whizzed by both of his opponents and succeeded in regaining one of the lost laps. When the 45th kilometer had been passed with Guignard still safely in the lead with more than four laps to the good, his friends got ready to start the yell of victory. It was, however, too soon, for nine laps from the finish the Frenchman's rear tire blew up with a hiss that could be heard plainly above the racket made by the crowd. Giving his useless wheel a frantic kick out of the way, Guignard jumped onto another, and disdaining all pace set sail around the saucer as if all the demons were after him. He succeeded in maintaining a lead of a lap over Walthour, who during the change had managed to flash by him three times. The 50 kilometers

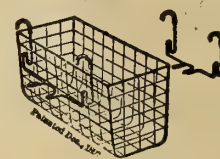
were covered in 43:25½, with Guignard the winner, Walthour second and Moran third, a little over four laps behind the Frenchman.

In the sprint match between Friol and Dupre, the world's champion was beaten by inches in both heats. In both heats Dupre was forced to the front, Friol taking the outside and hanging close to his wheel. At the crack of the pistol the champion made his jump, but Dupre was prepared and proved just as good a sprinter as Friol, for the latter found it impossible to pass him in the stretch.

In the pursuit match between Beyl and the team Charron-Rousseau, the former lost the first heat on account of a puncture, but managed to catch his opponents in the second; the third and deciding heat resulted in a calling off of the match, because Charron and Rousseau failed to relieve each other properly. Why Beyl was not declared the winner is difficult to understand, as, according to all reports, he won two heats. The referee, however, declared the match null and void amid the yells and howls of the multitude, who gave Beyl a great ovation.

### Schudt Wins Buffalo Roller Series.

Amateur bicycle riders in Buffalo, N. Y., were contestants in a series of races on a home trainer, during Elmer Collins's theatrical engagement in that city during the week beginning February 20. The heats were as follows: Joe Schieder won from Joe Tanner; Fred Schudt won from E. Arenz; John Tanner won from Al. Kruschel. In the first semi-final Schieder won from John Tanner. In the final Schudt won from Schieder, and was declared winner of the series.



### DOW'S BICYCLE LUGGAGE CARRIER

Best thing for the purpose ever put on the market. In use all over the United States. Can be put on or detached instantly with adjustable hook. Good sellers, because the riders all want them and the price is popular. Write for Prices.

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Bicycle repair men everywhere are clamoring for the "Tip-Top" offer on Neverleak. It's a real, live winner. Twice the usual number of premium certificates go with it, and, besides, its lower price means more profit for YOU.

Get aboard the "Tip-Top" success wagon today. See your jobber about it. You will not be sorry. And, by the way, you never saw such a list of valuable premiums that go with Neverleak. Don't let the other fellow have all the trade and all the good things, but YOU make up your mind to get YOUR share. See your jobber today.

**BUFFALO SPECIALTY COMPANY, Buffalo, N. Y.**



# New Departures for 1911

For twenty years the name "New Departure" has been well known to the cycle trade and has always stood for goods of recognized merit. Year by year the popularity of New Departures has increased, until today the New Departure coaster brakes, bells, cyclometers, etc., are universally sold because universally demanded. For 1911, the line is even better and more complete than ever before.

## THE NEW DEPARTURE COASTER BRAKE FOR BICYCLES

—The 1911 model is practically the same as has been universally satisfactory for nearly a decade. The only changes have been improved methods of manufacture and better steel, making the brake stronger and more durable, superior to all previous models and practically faultless. The handsome design and heavy nickel finish have been retained, making it the most pleasing in appearance as well as the most efficient in operation.

**NEW DEPARTURE FRONT HUBS**—The 1911 front hub is identical with previous models, maintaining the high grade New Departure standards in material, workmanship and finish, and matching up perfectly with New Departure coaster brakes. The hubs are noiseless, easy running and durable.

**NEW DEPARTURE MOTORCYCLE COASTER BRAKE**—The 1911 model is the internal expanding band coaster brake introduced two years ago and acclaimed by all riders who have used it to be wonderfully satisfactory, always dependable and strong enough to hold high powered motors. We are now making some of the parts of crucible vanadium steel, rendering these parts practically indestructible. Dealers who are having complaints regarding brake equipment for machines they are selling should certainly try out this device. They will find it thoroughly satisfactory and one they can recommend for the hardest kind of motorcycle usage.

**NEW DEPARTURE KNOCK-OUT AXLE FRONT HUB**—There has been no change in the 1911 model of this very popular hub. The axle is housed in a stationary steel tube and can be removed by simply unscrewing the nut without disturbing the adjustment of the cones. It runs on eighteen  $\frac{1}{4}$ -in. steel balls, is made throughout of steel specially treated. A better front hub could not be produced.

**NEW DEPARTURE BELLS**—The 1911 line of New Departure bells comprises all of the old favorites in the cathedral and double stroke chime, push button and rotary electric mechanism. A wide range of prices, variety of design, sizes, beauty of finish and durable mechanism make New Departures ready sellers. A new bell this year is the Leader Scorchers. This bell is positively the most attractive low priced chime bell you can secure. The gongs are cast of fine grade bell metal, the tone is rich, musical and penetrating, the mechanism simple and durable.

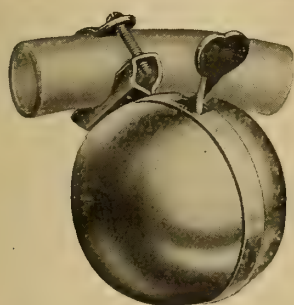
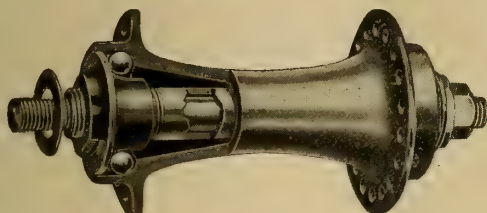
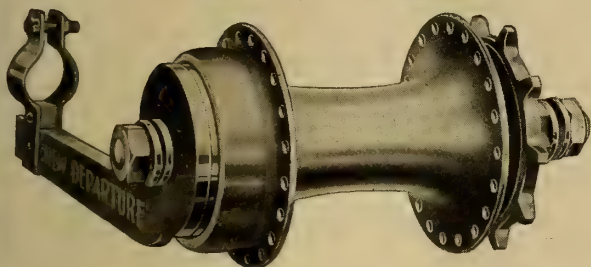
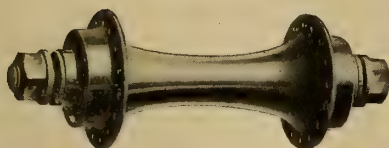
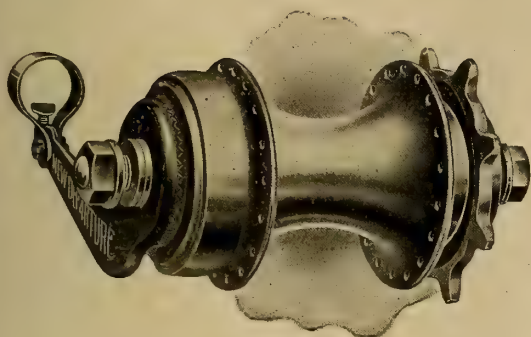
**NEW DEPARTURE CYCLOMETERS**—The New Departure line of cyclometers for 1911 embraces the regular cyclometer, the smallest made and absolutely accurate and built for long wear. The Security is for mounting on the hub between the spokes, out of the way of injury from rough accidents. The mechanism is practically the same as in the regular. Dealers should certainly stock this line. Our cyclometers are inexpensive and ready sellers. Every bicycle rider can be interested to use one on his wheel.

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MERKEL-LIGHT MOTOR CO.,  
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I was suddenly called upon to go way back in the hills yesterday. My Merkel was here and away we went.

Thirty-two miles in the mountains and but one quart and one pint of gas was used on the trip. Both speed and hard pulls were required. That is at the rate of eighty-five and a bit better a gallon. My motor is a six Merkel-Light.

Yours truly,

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P. S.—No mishap whatever—geared  $3\frac{3}{4}$  to 1.

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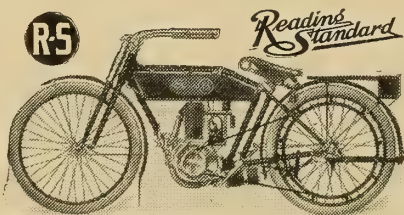
WE do not claim the largest output of motorcycles—BUT, do claim the largest output of motorcycle satisfaction if you make your selection the

## SPRING FRAME N. S. U.

There may be other motorcycles that appeal to you on account of their slightly lower price, but—in fairness to yourself—don't place your order till you have made yourself familiar with the 1911 N. S. U.

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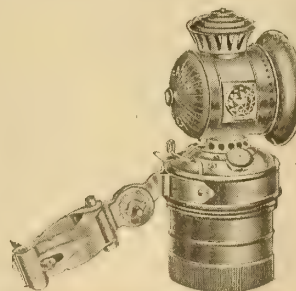
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Made by Bridgeport Brass Co.

You need the best lamp after dark—a powerful, strong, efficient lamp which will give maximum lighting efficiency. The best bicycle lamp—the kind that you want for YOUR wheel—is the "Search-Light."

Absolutely gas-tight. You can't jar it out. Throws a strong, powerful beam of light. Has universal bracket—can be attached to head or fork. Get a "Search-Light" to-day.

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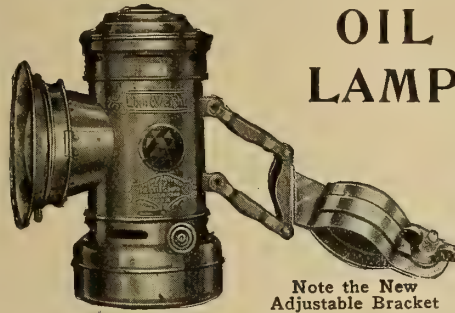
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Motorcycles  
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Bicycles

are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

We shall produce 1,500 motorcycle tires and 3,000 bicycle tires per day, together with 1,200 inner tubes, a full line of tire sundries and a line of automobile, motor truck and carriage tires. Each tire, too, will have years of "know how" in it. Get acquainted with us promptly, as our earliest customers will have reason to rejoice.

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with spring back and new adjustable clamp bracket; will not jolt or jar out; is attractive and well proportioned with perfect ventilation; burning capacity, ten hours.

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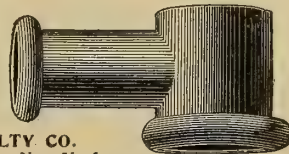
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BUFFALO

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**WATERPROOF**

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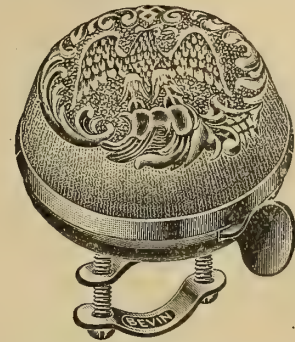
**Franklin Cycle & Supply Co., Columbus, Ohio**

## MOTORCYCLE TIRE CHAINS

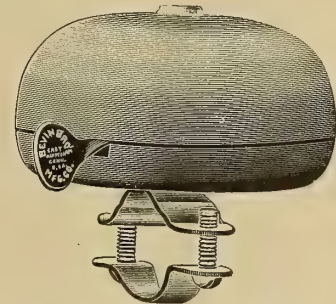
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For further information, ask the  
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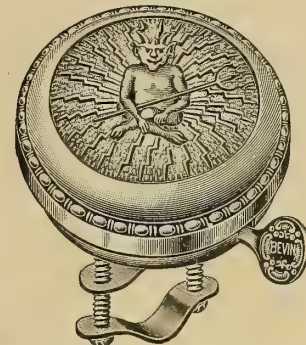
# Bevin Bells



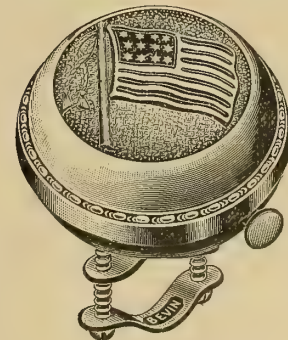
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and Another Bevin



Likewise a Bevin



Also Bevin

and then remember that there are over 50 other styles of Bevin bicycle bells, in addition to these. Would you like the catalog? We would like to send it, if you buy bells.

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Are  
Quality  
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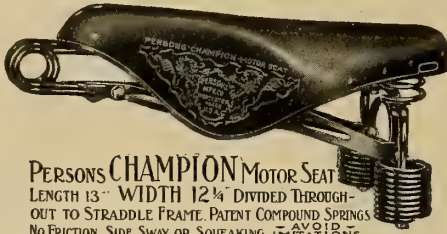


We  
Make  
No  
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#### THIS SADDLE

used by F. T. Keefe when he made the American road record for 100 miles in California on Jan. 8th, 1911. See full account of this event in Jan. 21st issue of this paper and write us for copy of Mr. Keefe's letter giving his opinion of our Racing Saddle.

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Made of  
Solid  
Pure  
Oak  
Tanned  
Leather



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Hold  
Their  
Shape  
Examine  
Them

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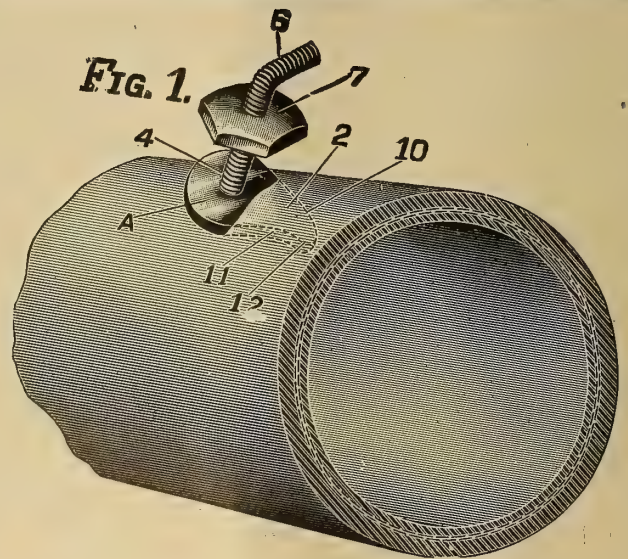
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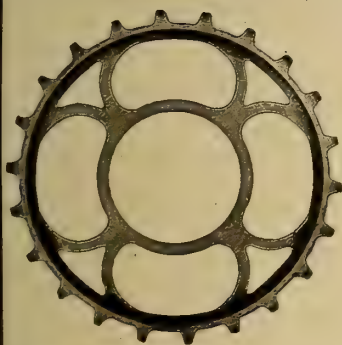
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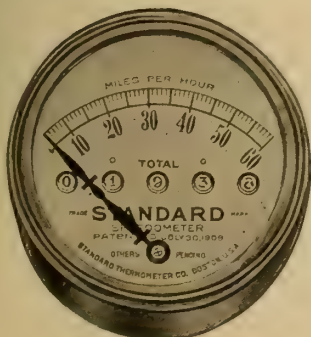
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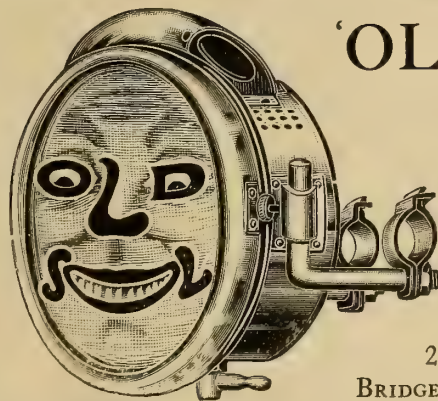
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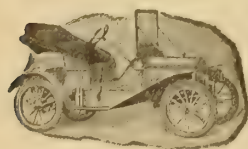
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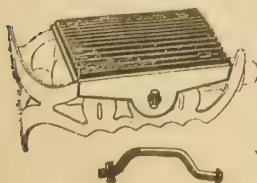
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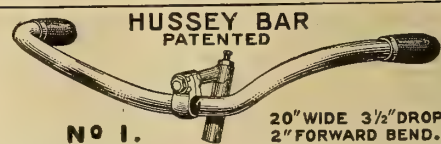
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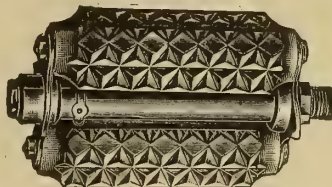
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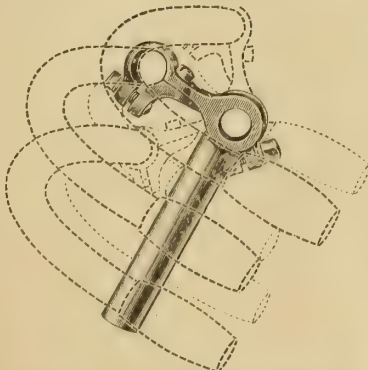


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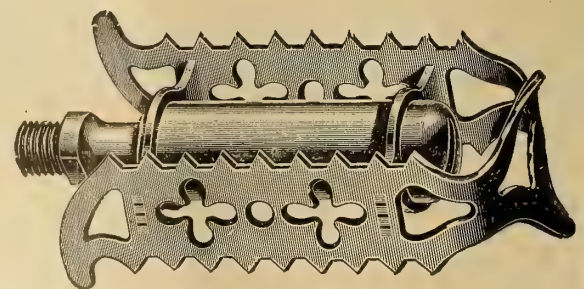
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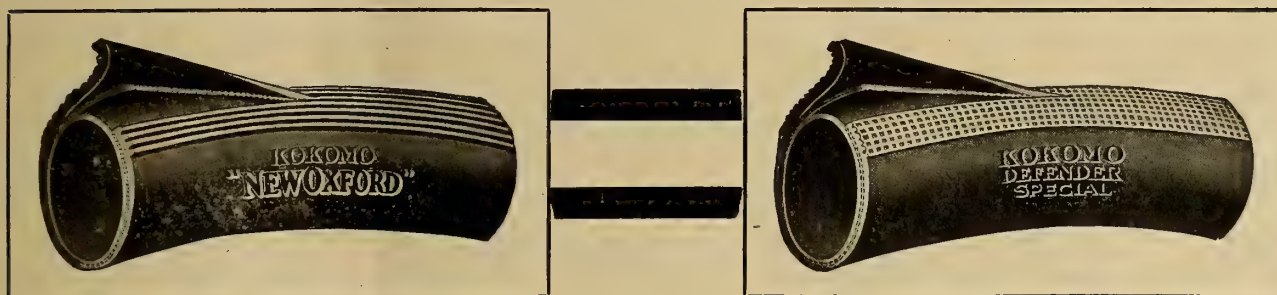
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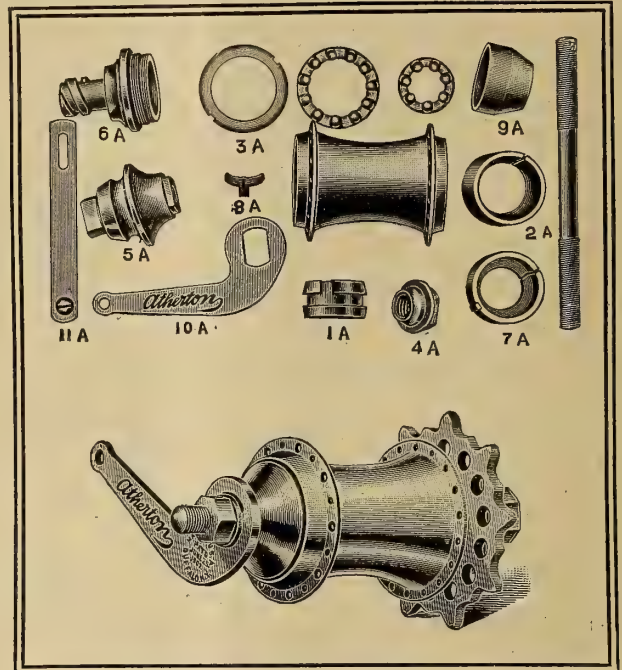
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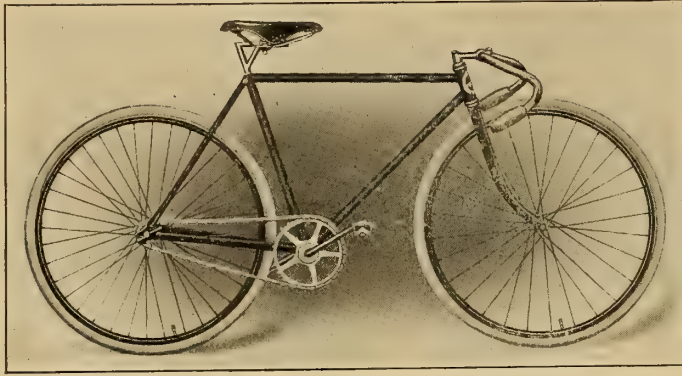
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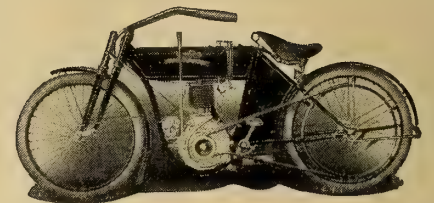


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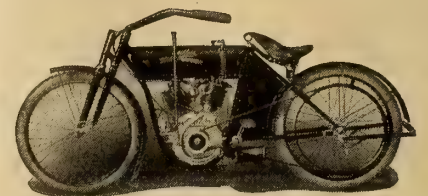
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Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.





# Decisive—Significant

The victory of

# Diamond MOTORCYCLE TIRES

## At the Chicago Show

25 machines exhibited on Diamond motorcycle tires.

19 machines shown on highest competing make.

7 makes of tires divided equipment on 38 other machines.

## And at the Garden Show

Diamond Motorcycle Tires equipped **5 Times as many Machines as in 1910**, confirming motorcyclists' preference for the

## Tire Built Right

The tire that is not an experiment.

The tire that has required no "house cleaning."

Built on automobile tire lines—gives greatest tire mileage.

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ILLUSTRATED CATALOGUE SENT ON REQUEST

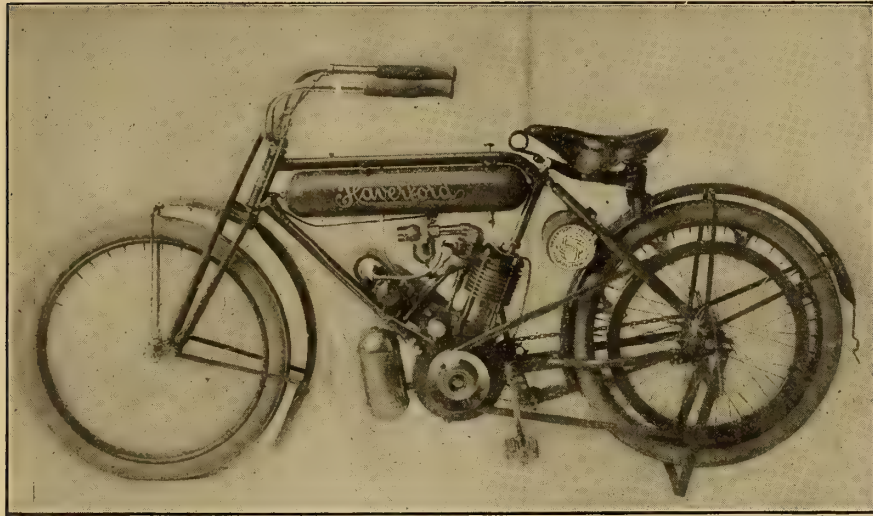
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**THE DIAMOND RUBBER COMPANY, Akron, Ohio**

Direct Distributing Establishments and Service Stations in All Principal Cities.



# The Haverford



## Haverford Cycle Company

827 ARCH ST.—PHILADELPHIA, PA.—411 MARKET ST.  
 427 10th ST., N. W., WASHINGTON, D. C. 763 MAIN ST., BUFFALO, N. Y.  
 1309-11 ATLANTIC AVE., ATLANTIC CITY, N. J.

### Sets a New Standard of Motorcycle Value

¶ You don't have to take our word for it either. Here is tangible proof:

**\$ 1 8 5**

Includes:

Bosch Magneto  
 Schebler Carbureter  
 4 Horsepower Engine

**\$150**

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

¶ Catalogue or agents selling proposition on request.

**1911 Models Now Ready**

## Continental= Erie

Motorcycle and Bicycle  
TIRES AND TUBES

If you use, buy or sell tires or tubes, the 1911 Continental-Erie proposition, both as to product and prices, will be worth your while letting us tell you about. We make Continental-Erie auto tubes and sundries, too.



"Anti-Slip Tread"



"Safety Tread"

We Give the Jobbers Absolute Protection

**CONTINENTAL RUBBER WORKS**  
 Erie, Pa,

New York Branch — 43 Murray Street



# —and

if you can say to your customer, "It's fitted with a BROOKS," you will find such statement an invaluable aid in the selling of the bicycle—

That fact always stands, because—

That name is unequalled in the World of Wheels, and Cyclists in every corner of the Globe know that the

## BROOKS

—the original and only genuine Compound Spring Saddle

will ensure perfect comfort and make for true luxury awheel.

Remember, no other saddle can embody the BROOKS Compound Springs as we make them—the Springs that entirely and totally eradicate vibration—the Cyclists deadliest enemy.

Bear these facts in mind, and make the BROOKS your standard fitment.

**J. B. BROOKS & CO., Ltd.**

73 Criterion Works      Birmingham, Eng.

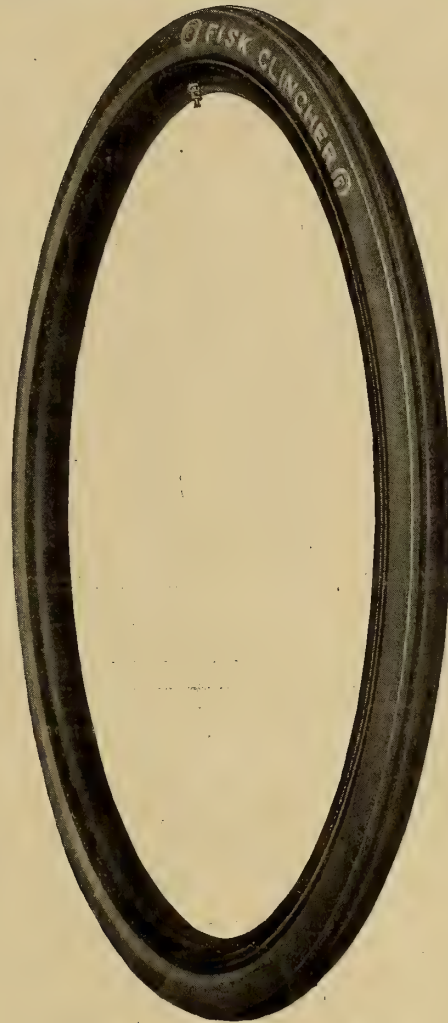
The BROOKS B104  
—specially constructed  
to give a low-riding  
position.



An exceedingly comfortable Saddle of great strength and exceptional durability.

# FISK

## CLINCHER BICYCLE TIRE



**The Best All-Around Tire For Any Wheel**

IN presenting this new tire to wheelmen we feel that we have made a most popular addition to the Fisk Line.

THE Fisk Clincher Bicycle Tire has already been selected by leading bicycle makers for their high-grade wheels, and comes to you with the best possible recommendation.

WITH each tire is supplied our pure Para Gum Bicycle Tube.

THE new corrugated tread is very effective. Write for booklet.

**THE FISK RUBBER COMPANY**

Department E

CHICOPEE FALLS, MASS.

Twenty-three Direct Factory Branches





## How to Satisfy Your Customers and Make Money



The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

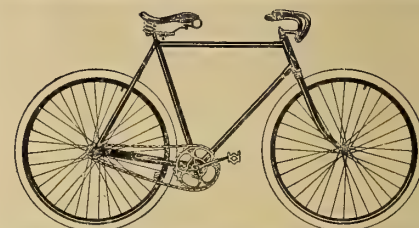


#### The Consolidated Mfg. Co.

1709 Fernwood Avenue TOLEDO, OHIO

F. C. CORNISH, Eastern Representative,  
219 Clinton Ave., Newark, N. J.  
HUB CYCLE CO., Boston, Mass.,  
New England Distributors.

We also make Yale Motorcycles, Hussey Handle Bars  
and Drop Forgings of every description.



# Pennsylvania BICYCLE TIRES

== For 1911 ==

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



# Save Motorcycle Tire Expense— Use the Most Serviceable Tires

**The very best tire you can get is the most economical in the long run. Tire value must be based on tire mileage.**

The tire which wears longest—gives greatest mileage—is the **lowest-price** tire to the rider. For all the rider buys is **mileage**.

Getting **greater mileage** at the price you have been paying for **less** tire milage means a big saving of actual **cash**.

Do you want the **cash** you may now be wasting on tire expense? Do you want **more** mileage for the same price?

Then consider these facts about tires:

The competitive tire-mileage test, here described, will tell you **which** is the world's longest-wearing motorcycle tire—which is capable of **greatest mileage**.

This test—the most rigid ever given motorcycle tires—is accomplished on a great machine which revolves each tire on an axis with the tire's tread bearing down against a revolving "treadmill"—exactly the usage that tires get on your motorcycle.

All makes of motorcycle tires—purchased in the open market—are placed on the axis of the test machines.

Each manufacturer's tire is worn down to destruction to ascertain its mileage.

Then the Goodyear tire—the very duplicate of the tire you buy—is worn down to destruction.

The **Goodyear** motorcycle tire **must** give greater mileage than any other make—or its twin tires cannot leave the factory—so careful are we of the Goodyear's reputation.

Now, then, which tire must give greater mileage?

Which will cut your tire expense in **two**? Naturally the longest-wearing motorcycle tire—the Goodyear—will stop the waste of cash on tire mileage.

## A Tire for Every Road Condition

You have a wider range of choice in types of **Goodyear** tires than in any other make of tire—for here are five **great** motorcycle tires, one for **every** road condition. No other manufacturer makes so many types.

One of these types is built for the special usage to which **your** machine is put.

For recreation purposes on give-and-take roads—the average use of a motorcycle—the **greatest** mileage can be secured in **THE GOODYEAR CORRUGATED TREAD TIRE**. The bulk of the rubber is on the **tread**, where it belongs—not on the **sides** as in commonplace tires. This feature alone, not allowing for its first-grade materials, adds to the mileage other tires give.

**THE GOODYEAR STUDDIED TREAD TIRE** is built especially for travel on muddy country roads. When studs of other tires are clogged with mud and are worthless, the Goodyear is free from mud, for its studs are wider apart and cannot gather mud. This makes the Goodyear the most practical of all studded tread tires.

**THE GOODYEAR NON-SKID TIRE** prevents slipping on paved city streets. The spaces between the squares on the tread form a vacuum that permits only a forward motion of the tire. This is the best tire manufactured for traveling on slippery pavements. It prevents the falls that so often result disastrously.

**THE GOODYEAR BLUE STREAK TIRES**, built primarily for racing purposes. We have one Blue Streak tire for board-track racing and another Blue Streak tire for racing on dirt tracks. At Los Angeles on February 7 DeRosier made a new world's speed record of one-half to 92 miles. He rode 92 miles in 66 minutes and 35 seconds.

Go see the Goodyear at the nearest branch office or agency or at your dealer's. But be sure you write us today for our illustrated booklet on motorcycle tires. We will send you a copy by return mail.



**The Goodyear Tire & Rubber Company, Moal St., Akron, Ohio**  
Branches and Agencies in All the Principal Cities.



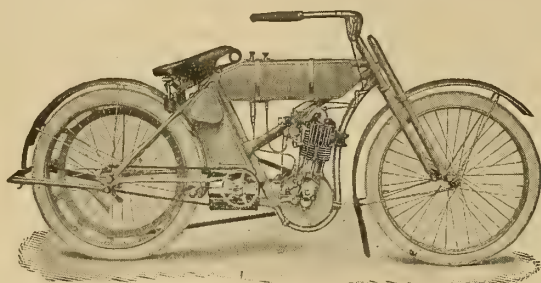


# Wagner

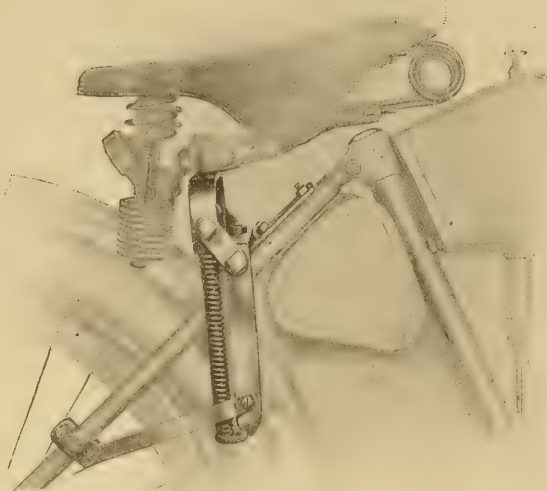
## MOTOR CYCLES

"4"- "11" MODELS

"The machine that has made them all talk"



BATTERY OR MAGNETO  
"V" or Flat Belt Transmission



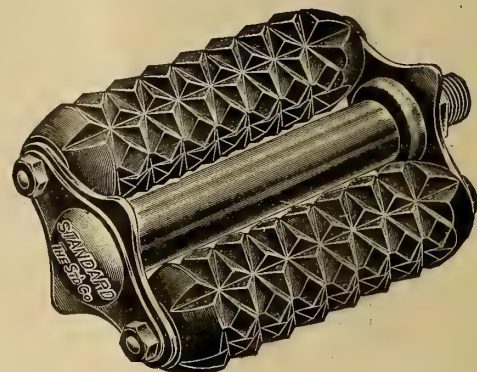
"4"- "11" DE LUXE MODELS

—regularly equipped with the "Perfect" Shock Absorber (see cut). All vibration and road shocks positively eliminated. Affords lower saddle position than is obtainable with any spring frame or similar device, and leaves frame construction unbroken—no hinges or joints to wear and wobble.

ASK FOR CATALOG "B."

**Wagner Motorcycle Co.**  
ST. PAUL, MINN.

This is the pedal  
you want for  
your motorcycle.



### No. 3 STANDARD MOTORCYCLE PEDAL

has a broad tread and soft, cushiony, non-slipping corrugated rubbers, that are a comfort to the feet. The rubbers are deeply corrugated, so that the rider's foot clings to the pedal, and the generous stock of fine rubber is good for long, long service. The No. 3 Standard Motorcycle Pedals sell for \$3.00 per pair.

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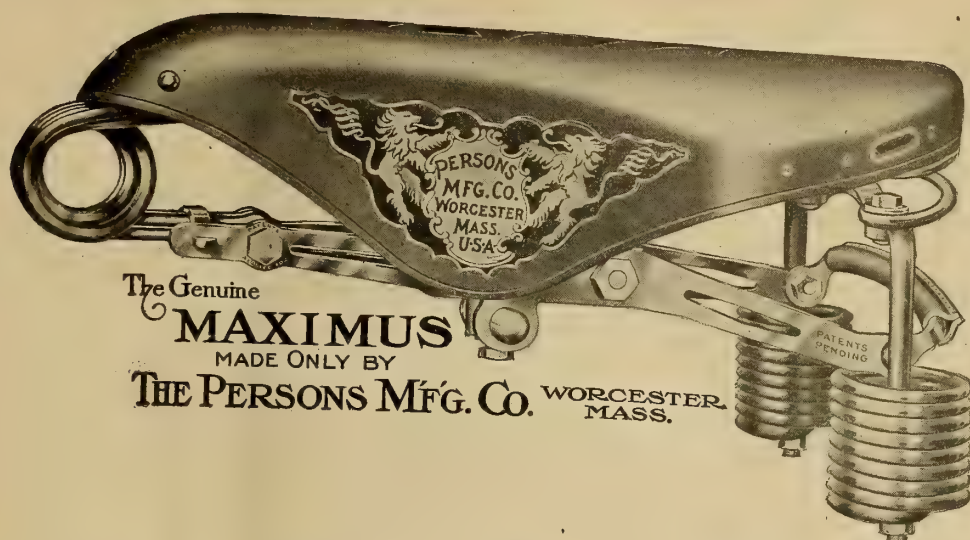
EMERGENCY AXLES, SAGER  
MOTORCYCLE TOE CLIPS,  
DIAMOND E SPOKES, BRIDGE-  
PORT AND STANDARD PEDALS,  
SAGER AND STANDARD TOE CLIPS.

---

*Send for descriptive circulars*

**The Standard Co.**  
TORRINGTON, CONNECTICUT





The Genuine  
**MAXIMUS**  
MADE ONLY BY  
**THE PERSONS MFG. CO. WORCESTER, MASS.**

## THE 1911 MODEL MAXIMUS!!

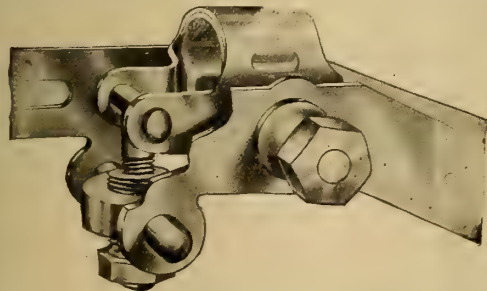
### IS ALL THAT THE NAME IMPLIES

Built along the lines of a Motor Seat—there is a growing demand for the MAXIMUS among bicycle riders desiring COMFORT, QUALITY and STYLE. The MAXIMUS has always been one of our most popular models, and the 1911 model will be better than ever and show a still greater margin of superiority over cheaper and inferior imitations. The following refinements and improvements have been made:

The tension spring under the leather top is shortened to lessen the curvature and preclude the possibility of its striking the clamp. The bridge is remodeled and strengthened. The bolts attaching the upper springs to the bridge are inverted and the bridge posts lengthened. These two changes give more clearance between the bridge and rear truss ends, making it impossible for this saddle to "bump" or "strike" under the heaviest rider, among whom this saddle is especially popular. We could have gained this result by shortening the lower springs, thereby raising the upper structure of the saddle. That would have been the shortest and cheapest way, but we did not wish to destroy the resiliency of the long and large diameter lower springs which have won for the MAXIMUS its reputation for easy riding qualities. Every saddle we build and any refinements we make are on the lines of QUALITY. When you are offered an imitation of the MAXIMUS just notice that it has not the solid oak bark tanned leather top, riveted at the pommel WITH SOLID COPPER RIVETS and at the REAR OF THE CANTLE—the only proper way. We are the only Saddle manufacturers who are also leather tanners, enabling us to select the best stock for our tops. We cut them from the middle of the hide along the back—the best part—no bellies or flanks are used. The metal parts of the Maximus are nicely nicked and the clamp is our double security tilting design.

### YOU CAN'T MATCH THEIR QUALITY ANYWHERE

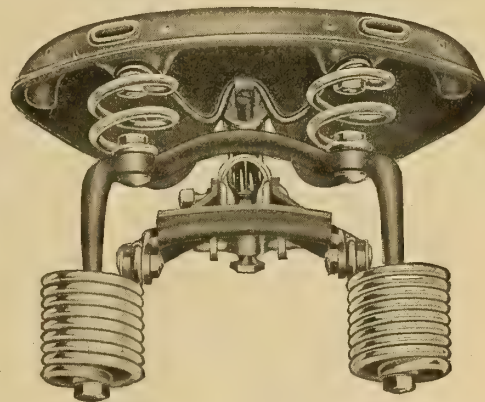
Extract from letter Nov. 30, 1910, from Bay City, Michigan.



"Regarding the Maximus Saddle, it gives me pleasure to state that I am thoroughly satisfied with the saddle, and I find it to be the most comfortable one I have ever ridden; this is especially so when riding over rough roads. I have from time to time examined the coil springs, and have been convinced to my entire satisfaction that in their manufacture you combine quality and durability; in fact, I consider this saddle far superior to any other saddle I have ever ridden in my 17 years of experience as a manufacturer of bicycles.

Yours very truly,  
(Signed) F. F. HAGAMAN, Supt.  
National Cycle Manufacturing Co."

"A testimonial from one of the 'pioneers in the bicycle industry' whose opinion is worth having."



**MOTORCYCLISTS**—Write us for full information regarding the merits of our 1911 Model Champion Motor Seat before specifying equipment for your 1911 machines. This saddle, although it is the highest price and best Motor Seat made, will make your machine **COST YOU NO MORE**, as any manufacturer not showing our Champion as regular equipment will supply as an option if you insist upon it.

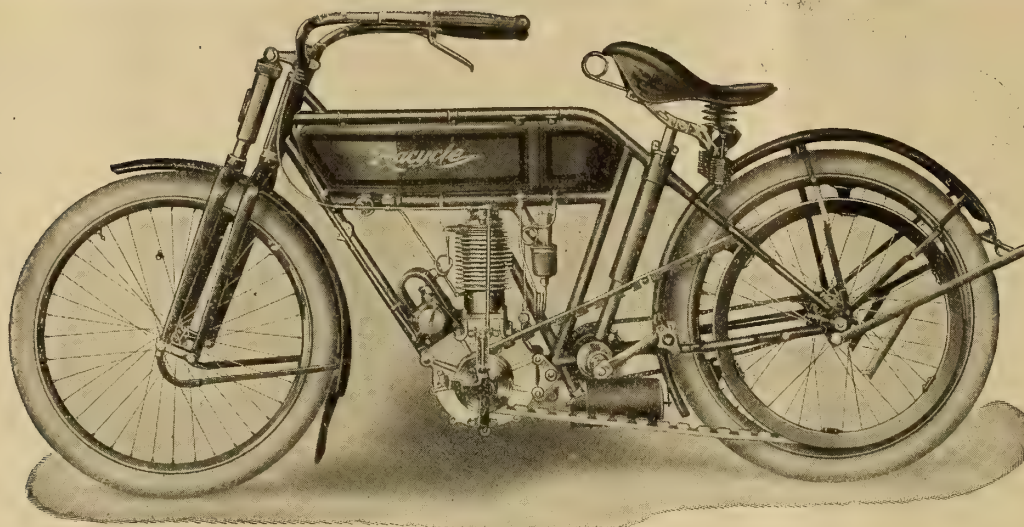
### IT'S UP TO YOU TO GET THE BEST

Send for catalogue showing all our models and outlining all their points of superiority.

**THE PERSONS MANUFACTURING COMPANY, Worcester, Mass.**  
THE OLDEST SADDLE MANUFACTURER IN THE U. S. A. ESTABLISHED 1892.



# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking  
method of starting a motorcycle on the road---

"So long" to the old way of walking and pushing your  
machine to the top of the hill to get it started---

"Au revoir" to jolting and jarring over rough country roads or  
cobble-stone pavements

Free  
Engine  
Clutch  
or  
Idler

For  
**THE**

# Racycle

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

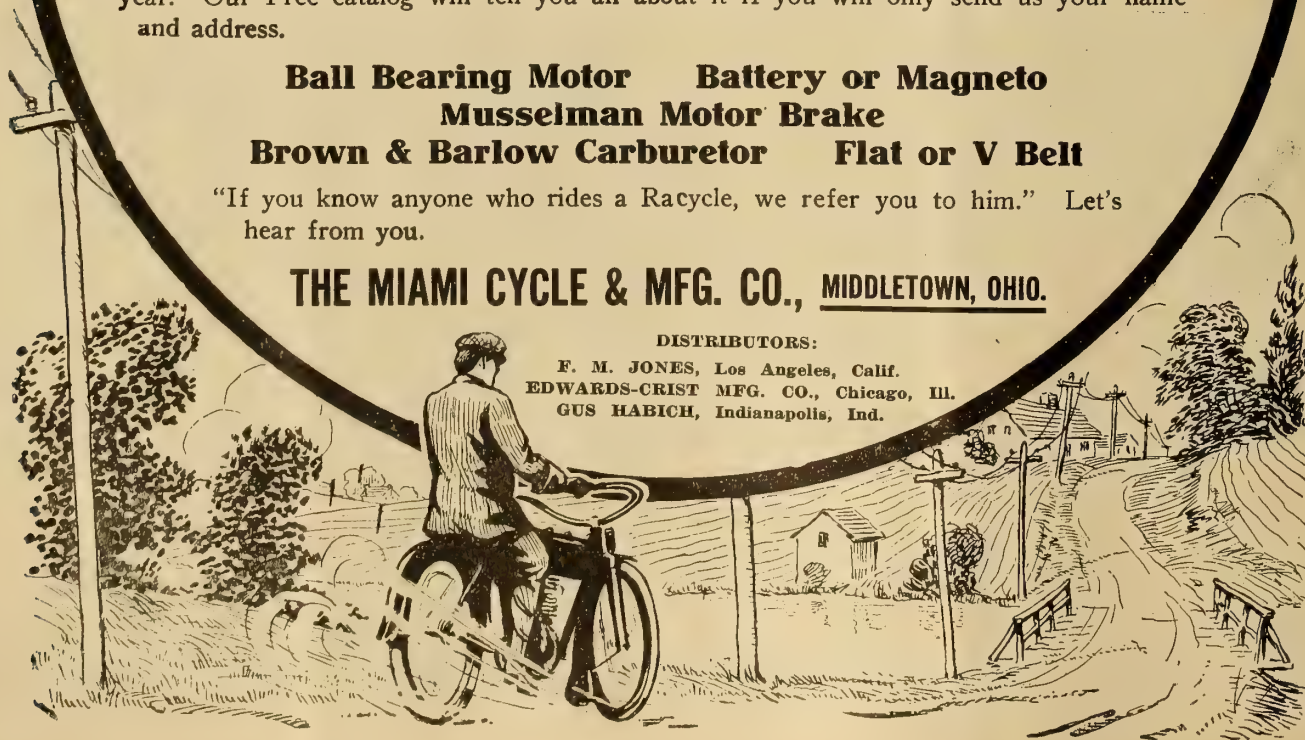
**Ball Bearing Motor    Battery or Magneto**  
**Musselman Motor Brake**  
**Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

**DISTRIBUTORS:**

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, March 11, 1911.

No. 25

## ATLANTIC CITY DATES CHANGED

**Committee Advances Time for Midsummer Meeting — August 1-4 Chosen — Hotel Accommodation Difficult to Get.**

Because of the impossibility of getting adequate hotel reservations for the dates originally selected, the Cycle Parts and Accessories Association has decided to postpone its midsummer trade conference at Atlantic City, N. J., from August 15-18 inclusive to August 1-4. The committee having the matter in charge has just returned from Atlantic City, and reports that no reservations whatever could be obtained for the dates first chosen, and the committee was convinced that it could not do any better than to advance the time of the meeting to the first of the month, despite the suggestion made at the New York meetings of the Accessories Association and of the National Association of Cycle Jobbers that the conference take place some time after the tenth of August if possible.

Owing to the fact that the cycle and motorcycle interests made their headquarters at the St. Charles Hotel in Atlantic City during last summer's meeting, that hostelry has agreed to take care of about 150 of the trade, and will provide excellent accommodations for the holding of the meetings. Special rates have been granted at the St. Charles, which is run strictly on the American plan. Single room for one person is \$4 per day with meals, while double room for two persons is \$3.50 per day with meals for each person. For double room with bath there is an extra charge of \$2 per day. Where two double rooms are engaged with bath connecting to both rooms,

the extra charge is \$1 per day for each room for the use of the bath. The committee, which consists of W. J. Surre, D. S. Smith and R. D. Webster, urges that hotel reservations be made early. "We hope to have a very interesting program this summer," says the chairman, "with some special entertainment for the ladies, which will be announced at a little later date, after arrangements are perfected."

## U. S. Tire to Build in Metropolis.

The recently organized United States Tire Co., which has taken over the selling organization of the G & J Tire, Morgan & Wright, Hartford Rubber Works Co. and the Continental Caoutchouc Co., is going to erect a large building in New York City at the corner of Broadway and 58th street. The building is to be a tall one, but its exact height has not yet been determined.

## Bosch Sails to Visit New Factory.

Robert Bosch, the head of the Bosch magneto interests, is sailing for the United States, and is expected to arrive next week. The new Bosch factory at Springfield, Mass., for the making of magnetos, is nearing completion, and is expected to be in operation to some extent by the first of May.

## Merkel in Mobile and Birmingham.

T. E. Spottswood, Mobile, Ala., has secured the Merkel agency for that city, and also for Pensacola, Fla. D. R. Moody, Birmingham, Ala., has opened a Merkel agency in that city.

## Will Handle Marvel in Baltimore.

Nelson Johnson, 1511 West Lafayette avenue, Baltimore, Md., has added motorcycles to his hardware business. He will exploit the Marvel.

## PENNINGTON, PROMOTER, IS DEAD

**Gifted but Unscrupulous Swindler Stricken in Springfield—Had \$500,000 Suit Against Hendee.**

Edward Joel Pennington, a veritable "Get Rich Quick Wallingford" promoter, whose dazzling operations and checkered career dealt variously with motorcycles, automobiles, aeroplanes and accessories, died on Sunday, 5th inst., in Springfield, Mass., where he had recently taken up his residence while attempting to prosecute a \$500,000 suit against the Hendee Mfg. Co. and to start still another of his marvelous promotion schemes. He was suddenly stricken, and fell while on the street, on the 2d inst. He died at the Springfield hospital three days later, of cerebral meningitis and pneumonia. In his fall he broke his nose in two places.

At the time of his death Pennington was 53 years old, but for some time had been sadly broken in health and fortune. He was born at Moore's Hill, Ind., in 1858. His father was a blacksmith and an itinerant Baptist preacher. After a brief experience as a pattern maker in Cincinnati, Pennington met a truckman in that city with \$5,000. He took the man as a partner in a machine shop enterprise, and soon owned the shop, while the truckman was minus \$5,000. He then returned to Moore Hill and started the Standard Mfg. Co., in 1887. The factory did not pay, so Pennington visited a neighboring town and induced the residents to pay him a big bonus to move it there. On the day the investigators visited the plant, it was a "plant" indeed, as the stacks were pouring out smoke and the office boy was bringing in



bushel basketfuls of orders. It soon became a nomadic factory, as he had hardly moved to one town before he arranged for further big bonuses to move elsewhere, the local investors always "holding the bag" and finding their investments worthless.

After being indicted in St. Louis for obtaining large shipments of whiskey on false pretenses and selling them without considering the interests of his creditors he managed to settle the case outside of court. Soon he branched out as a traction promoter, on "Pennington's patents" for a monorail. He projected lines from Cleveland to Chicago and over other routes. These cost investors in Fort Wayne, Ind., something like \$125,000, and a succeeding series of operations netted him a great proportion of the "boob money" in Circleville, Chillicothe, Defiance and a long string of other Ohio towns. In 1891 he got hold of a gasoline or kerosene engine that was applied to a motorcycle, and endeavored to interest A. G. Spalding in the motorcycle business. In 1896 he went to England and met with great success in company flotation, raising enormous amounts of money, until he encountered trouble with the Humber Cycle Co., which forced him into the bankruptcy court. His difficulties with investors caused him to leave England suddenly, but he was a frequent subsequent visitor.

In Cleveland, St. Louis, Toronto, Montreal, Pittsburg, Grand Rapids and a host of other cities he cut a career that proclaimed him a most remarkable swindler. One of his most recent enterprises was a \$50,000,000 concern in New York City to make air ships 1,250 feet long, capable of going 9,000 miles on a single voyage.

His success in separating investors from their money was largely due to his impressive appearance and engaging manners. He was 6 feet 2 inches in height, and possessed amazing power of conversation and persuasion, despite the fact that he could hardly write his own name and in court was unable to tell the difference between a "square foot" and a "cubic foot." Just what bearing his death will have on the suit against the Hendee company, for alleged infringement of his "basic motorcycle patent," is not certain, but the opinion had prevailed even before his death that his case would be thrown out of court.

#### Treats of Lava Tips for Lamps.

What is described as the first acetylene gas burner catalog ever issued has been prepared for distribution by the American Lava Co., of Chattanooga, Tenn., manufacturing Alco acetylene burners. Although the company claims to be the world's largest producer of goods of this character, it heretofore has relied on circulars and envelope inserts to describe its goods, and the 1911 catalog represents the first effort to illustrate and describe them in an adequate and comprehensive book. The arrangement of the book is such as

to group all burners of a certain family or type by themselves, and it is believed that jobbers and dealers will find the catalog clear and convenient.

#### Lower Express Rate to New England.

Large shippers of goods from and to New England points can obtain a rate of 75 cents as against \$1, on shipments over what is known as the "boat and rail line," according to Richard James Donovan, a New York lawyer, who indicates that by a decision recently handed down by the Interstate Commerce Commission the Commission has ordered a reduction of 25 per cent. on rates to and from New York City and Brockton, Whitman, Rockland, Taunton, North Attleboro, Mass., and Pawtucket, R. I. The new rate took effect February 6, 1911, and applies only to the "boat and rail line," which is boat between New York and Fall River and rail from Fall River to the other cities. The rate formerly was \$1 per hundred pounds, but now is 75 cents per hundred, with small packages accordingly. To secure this rate it is necessary to mark shipments "Via Boat and Rail," as otherwise the express charge will be \$1 per hundred.

#### Betat to Handle Motorcycles.

Advices from New Orleans indicate that the motorcycle races at the Mardi Gras carnival were of inestimable benefit to the sport locally, and that they resulted in a great increase of interest and also in a number of new agencies being placed. Before the races it is said that there were not more than 15 motorcycles in the Crescent City, and that most of these belonged to "rider agents." As an instance of how local dealers "saw a light," G. A. Betat, one of the largest bicycle dealers in the state, closed for the Merkel for half of the state, his territory comprising the section between New Orleans and Baton Rouge.

#### Claims Speed for Special Fabric.

That the arrangement of the fabric in a motorcycle tire should greatly affect its racing speed is a relation that might not occur to the layman, but the Goodyear Tire & Rubber Co., of Akron, O., makes the claim that the use of a special fabric in Goodyear "blue streak" racing tires added speed over ordinary tires has been obtained. S. A. Falor, of the Goodyear company, explains that the threads in the special fabric are not woven, but all run the same way, and on the bias. According to Falor the "blue streak" tires are 123 feet faster to the mile than any other motorcycle tire, which means about a second to the mile.

#### Tells About Goodyear Tires.

Relating wholly to motorcycle tires, a 24-page booklet, with handsome cover in colors, representing a motorcycle scene in the country, has been brought out by the Goodyear Tire & Rubber Co., of Akron, O., bearing on the front the simple design

tion, "Goodyear Motorcycle Tires." The five chief styles of Goodyear tire are shown, including the "blue streak" types, for racing, which have a strip of bright blue rubber on the tread. The various details of the Goodyear system of tire construction are illustrated and described, including the Goodyear racing tire fabric as used in the "blue streak" types, where all the threads are parallel, with no cross threads, in order to give a maximum resiliency and absorption of road or track unevenness. The company is working toward an output of 200 motorcycle tires per day.

#### Cycle Exports Again Show Increase.

Continued substantial growth in the foreign demand for American-made bicycles and parts is shown by the export reports for January, just issued by the Department of Commerce and Labor. Complete machines and parts to the value of \$83,843 were exported from the United States to foreign countries during the month of January, 1911, an increase of \$23,214 over the exports for January, 1910. During the seven months ending January, 1911, the value of bicycles and parts exported was \$449,358, an increase of \$131,011 over the exports for the seven months ending January, 1910.

#### Protects the Magneto Terminals.

A magneto terminal protector is being placed on the market by the B. & S. Specialty Co., 165th street and Jerome avenue, New York City. The device is made of Para rubber and is fitted over the brass connection of the plug cable and then is forced down on the hard rubber or brass head of the brush holder, to prevent water entering the brush contacts and short circuiting. Brushes and cable may be readily removed without interfering with the protectors after they have been applied.

#### Blankenheim Takes Indian Agency.

C. Blankenheim, of the Chicago Motorcycle Works, 732 Sheridan road, Chicago, Ill., has taken a selling agency for the Indian motorcycle, made by the Hendee Manufacturing Co. Blankenheim is one of the oldest motorcycle riders and dealers in Chicago. He is a charter member of the Chicago Motorcycle Club, and in 1905 rode in the first motorcycle endurance run and hill climb pulled off in that city.

#### Excelsior and Indian in Paterson.

John Steele has opened a motorcycle store at 185 Paterson street, Paterson, N. J. He will handle the Indian and Excelsior machines and carry in stock a full line of parts and supplies. The store will be managed by Harvey Snyder, and will carry a complete line of bicycle tires.

#### Detroit Motorcycle Incorporates.

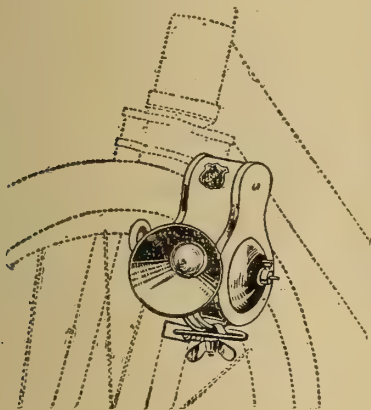
The Detroit Motorcycle Co., of Detroit, Mich., has been incorporated with \$10,000 capital.



## LAMP SUPPLIES ITS OWN CURRENT

Electricity Generated in the Device Itself—  
Three-Arc Magneto Driven by a  
Friction Wheel.

While electric lights for motorcycle and bicycle use are not novelties, those heretofore manufactured have relied on dry or storage batteries as the source of lighting current, but an English firm—Ward & Goldstone by name—has introduced an electric light that generates its own current. The Voltalite, views of which are shown herewith, is a complete mechanically



operated power plant as well as a light. Enclosed in a polished aluminum dust-proof case is a three-arc magneto machine, the circuit of which includes the lamp and which at the will of the rider is operated by the engagement of a small rubber ringed pulley with the inside periphery of the front rim.

The whole attachment is about the weight of an ordinary gas lamp and may be as readily attached or detached from the front fork. Several distinct advantages are claimed for the light, among which may be noted a white, steady and permanent light; no failure of the light due to lack of current, water or other adjuncts, the only requisite being the movement of the machine at ordinary walking speed; and the fact that the only expense is the first cost, the only expenditures necessary after purchasing being the possible replacement of the metal-filament light and the rubber ringed pulley, the charges for which are nominal. No extra load, it is claimed, is put on the rider, due to the wheel working the rubber pulley, as the contact need be very light to secure the best results. It is said that light may be obtained by revolving the dynamo by hand. The makers claim the attachment of Voltalite possible to any machine without interference with any other accessory.

### Two Plugs in the One Cylinder.

Many of the motorcycles of today are fitted with double plug openings so that two plugs can be inserted, and when one

goes wrong the cable can be transferred to the other, obviating a stop to clean the plug which has struck work. However, this arrangement leaves something more to be desired, for the fact remains that a stop is necessary to change from one plug to another, and in a race a stop even for a second usually imperils the chances of winning. A still higher development of the double plug system has been devised by an English rider. As perfected and applied to his own machine, the scheme consists in a two point switch mounted over the cylinder, and connected to both plugs. It will be noted that one plug is in the top of the cylinder and the other is in the side. As a rule, the former becomes fouled quickest. Should either plug commence to skip, with the switch arrangement, the troublesome one can be cut out instantly and the other switched in without necessitating a stop or even a reduction in speed. Such an advantage would, of course, be of great value in a race. Ordinarily when two plugs are located in an engine, both do not quit work together, one being more protected from oil and soot, and when one becomes fouled, the use of the other for a while gives the disabled one a chance to "come back" which sometimes happens. The arrangement described does not, however, give two sparks, as only one plug at a time is working. The system is a sort of reverse of the dual arrangement, for instead of two independent sources of current supply discharging through one plug, either separately or in unison, there is one source of supply discharging through either of two plugs at will.

### Spark Plug Cleaning with Ammonia.

Ammonia has wonderful properties as a spark plug cleanser. To clean plugs that are fouled or caked with carbon they should be stood on end with recessed portion uppermost, the chamber filled with ammonia and let stand over night. In the morning when the ammonia is poured out it will ordinarily take most of the carbon and soot with it. In obstinate cases a vigorous brushing with an old tooth brush will hasten the removal of carbon that successfully resists the efforts of the fluid.

### Harris and Paul in Bankruptcy.

Watkins Harris and Andrew Paul, doing business as the firm of Harris & Paul, bicycles and stoves, 231 Erie avenue, Niagara Falls, N. Y., have filed an individual and co-partnership petition in bankruptcy in the United States district court. The firm owes \$3,667.78 and has assets of \$941.95.

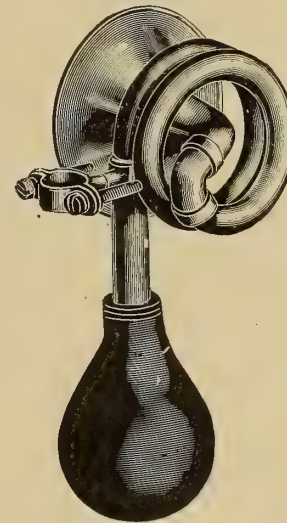
### South Bend to Have a Garage.

Hagedorn & Webster, South Bend, Ind., are about to open the first exclusive motorcycle garage in the city. It will be located on East Jefferson boulevard. The firm handles the Harley-Davidson, and will carry a line of motorcycle accessories and supplies.

## MAKING HORNS FOR MOTORCYCLES

Nonpareil Now Furnishes Them in Two  
Sizes—Attaching Fixtures that Suit  
All Handle Bars.

Horns for motorcycles have been given a prominent place in the line of horn products made by the Nonpareil Horn Mfg. Co., 73-75 Wooster street, New York City, and the company now is offering jobbers two standard sizes. The smaller is known as the No. 20 and has a 3¼ inch bell, while the larger, known as No. 21, has a 4¼ inch bell. The style of the horns is indicated



in the accompanying illustration, each horn being equipped with a bracket that makes it available for attachment to any type of handle bar. The horns are finished in brass or nickel, or in the new black finish.

### Findlay Veteran Takes on Motorcycles.

Bruce Houser, North Main street, Findlay, O., who is an old time bicycle dealer, has taken on motorcycles. He has secured the agency for the Thor and Excelsior, and therefore will be in a position to talk either chain or belt drive.

### Empire Distribution in Oregon.

F. P. Keenan Co., Portland, Ore., has been appointed local distributors for Empire tires, made by the Empire Tire Co., Trenton, N. J. It will handle Empire tubes and accessories as well as complete tires.

### Mooney Gets Jersey Territory.

J. P. Mooney, 190-192 First street, Jersey City, N. J., has secured the Marvel motorcycle representation. His territory comprises Hudson, Union and Essex counties.

### Akron Dealers Again Take Marvel.

Blank & Wilcox of Akron, O., have again taken the agency for Marvel motorcycles. The firm will handle the business in Summit, Portage and Medina counties.

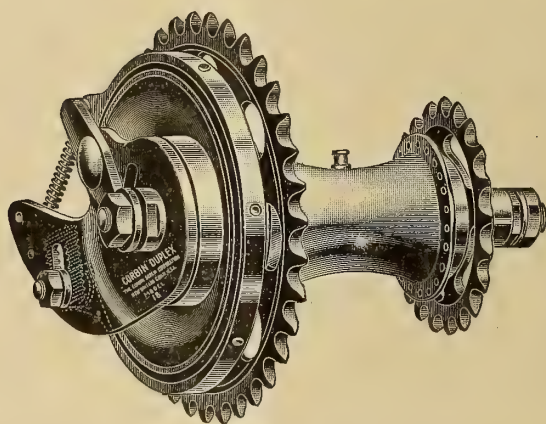




# CORBIN

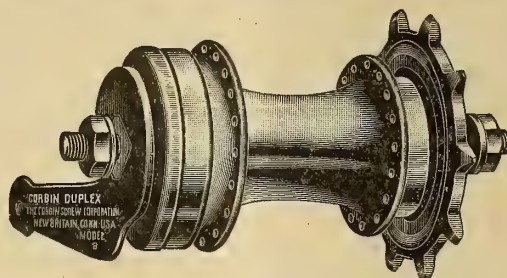
## Corbin V=Band Motorcycle Brake

*Built on a scale commensurate  
with the duties of a high speed  
motorcycle brake.*



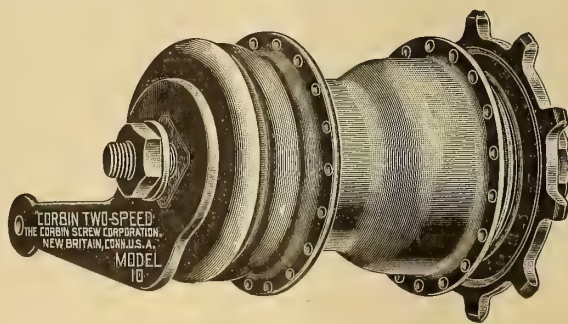
## Corbin Duplex Bicycle Coaster Brake

*In every part and function a truly  
perfect coaster brake.*



## Corbin Two-Speed Coaster Brake

*Giving the cyclist high or low gear  
at will, together with coasting free  
wheel and efficient brake.*



**Corbin Screw Corporation**  
NEW BRITAIN, - - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

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Address us at P. O. Box 649.

NEW YORK, MARCH 11, 1911.

## Accelerating the Club Movement.

How to interest one rider or dealer in every city or town in this broad land where there are 20 or more motorcyclists, into becoming an enthusiastic F. A. M. worker and organizing a local club, is the momentous question that Chairman Estabrook, of the F. A. M. membership committee, indicates is keeping him awake nights trying to answer. A local dealer seems the logical man to form the club, and the first step towards that end would appear to be to show the dealer how such an effort on his part will redound to his benefit.

Some dealers have sufficient enthusiasm and energy to go ahead and form clubs on their own initiative, while a majority have to be spurred and prodded into rousing themselves to action. How best to accomplish this prodding without causing the object of the prod either to ignore it or resent it is somewhat of a problem. To meet with any reasonable measure of success in this line the accelerator of F. A. M. sentiment would have to be a character diagnostician and give each case in-

dividual treatment. He rarely would come into personal contact with his patients, and would have to diagnose each individual case from letters and prescribe accordingly.

There is no reason whatever why a dealer is not in most cases best fitted to form a club. He comes in contact with quite a number of local riders, particularly if he is the only dealer in town, or if he is the leading one, or handles a well-known machine. His place by reason of his business becomes a sort of rendezvous and informal club house for his own customers, at least. Too often a dealer's efforts to form a club are drenched with cold water by riders or business rivals who form false impressions of his motives.

Frequently a dealer who is attempting to form a club is accused of trying to build up his business by seeking to get the trade of riders through getting them into a club with headquarters at his store. Such a move, of course, makes other local dealers jealous, and they decline to give any aid to the movement. Sometimes, in fact, if business competition is very keen, rival dealers will start an opposition club. This splits up the riders and dealers into factions, engenders hard feeling and lessens the strength and influence of both organizations.

Undoubtedly a good many dealers who are instrumental in forming clubs expect to derive some financial benefit from them, and their expectation is a perfectly legitimate one. When a dealer gives the use of his store as a meeting place, together with light, heat, and, perhaps, some of his book-keeper's time in looking after the club's cash, it is only reasonable that in appreciation of these courtesies the club members should bestow on him some of their patronage. It is this very fact that makes other dealers jealous and "sore," although in all probability they long had the same opportunity, but did not have sufficient foresight, or were too lazy to grasp it.

On the other hand, when a dealer is broad-minded enough to undertake to do the "donkey work" in starting a club, with the knowledge that it will be of mutual benefit to all, and when it is once started is willing and anxious that it should have quarters of its own removed from his store, and that its course shall be entirely of its own making, he often meets with discouraging criticism and knocking. Appeals to other dealers to forget the business side of things and lend a hand for the common good of the club usually are either

ignored or refused. Then if a dealer does succeed under such circumstances, those critics who sat by and watched are ready to share in any benefits or praise that may be obtained.

If a dealer does not of his own accord take steps to organize a club he will have to be interested. Here is where the skill and finesse of the F. A. M. sentiment accelerator is called into play. He will have to "cultivate" the dealer, write heart-to-heart letters so worded as to fire his imagination and make him see how he can help himself by helping the F. A. M.; how in return for his work of building up a club he will get publicity and credit for being wide awake to his interests; how a live club will create new riders and bring him new business, and how he can steer business his way by getting in line as an official repair man.

Publicity properly used should be a great help in encouraging dealers and riders to get to work in the interests of the F. A. M. Few there are nowadays who are not eager to see their names in print, and a judiciously worded notice now and then about the work so-and-so is doing undoubtedly will be of immense value in keeping his individual workers and local lieutenants on their jobs.

In every colony of motorcyclists there always is some rider who stands out from the others by reason of his prowess or popularity. He is looked upon as a sort of leader, and when he suggests anything support usually is forthcoming. If a dealer cannot be interested or persuaded to give his time to F. A. M. affairs this king pin among the riders is the logical man with whom to get in touch. The way to find out who he is is to get in touch with the local dealer. This particular rider may or may not be an F. A. M. member, but by reason of his popularity and position among his fellows he must have some degree of enthusiasm and executive ability. Therefore, the question is, how to get him interested.

The same persuasion used with the dealer would to some extent also be applicable to the rider, although, as he would have no business benefit from his efforts in behalf of the F. A. M., glory and publicity naturally would appeal more to him. He likewise will have to be "cultivated" and encouraged by enthusiastic letters and occasional press mention, and the degree to which he responds will depend on the manner in which he is "accelerated."



# Coming Events

1911 FEBRUARY 1911							1911 MARCH 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
			1	2	3	4			1	2	3	4	
5	6	7	8	9	10	11	5	6	7	8	9	10	11
12	13	14	15	16	17	18	12	13	14	15	16	17	18
19	20	21	22	23	24	25	19	20	21	22	23	24	25
26	27	28					26	27	28	29	30	31	
FEBRUARY—SECOND MONTH							MARCH—THIRD MONTH						

March 12, New York City—Acme Wheelmen's elimination trials for club cycle championships on Pelham Parkway.

April 2, Mineola, L. I.—Motorcycle Touring Club of New York, Inc., 25 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 2, New York City—Motorcycle Touring Club of New York (Affiliated), first club run, to Peekskill and return.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 8, New York City—Century Road Club of America's annual dinner.

April 16, New York City—Century Road Club Association's ten miles handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo, N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriot's Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Empire City Wheelmen 15-mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day

endurance run of Cleveland Motorcycle Club.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race, open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the Western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

September 24, Floral Park, L. I.—Century Road Club of America, New York State Division, 100 mile bicycle record run, open.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

## Correspondence

### Probably Too Much Battery Current.

Editor of the Bicycling World and Motorcycle Review:

Will you please give me some information through the columns of your publication as to the nature of the trouble that I am having with my motorcycle? I have a battery ignited R-S which has just been equipped with a new Heitger carbureter. My coil has just been overhauled by the Connecticut people and a larger condenser inserted in place of the old one. The factory sent a note with the coil stating that it would operate on either two or three dry cells, and if it worked properly with two cells to use two in preference to three. However, I am using three cells, and never have tried running on two.

I am giving you these facts so that you will understand more fully the conditions, and perhaps it better will enable you to help me out of my trouble. The trouble is as follows: If I operate my contacts as far as possible without the machine missing at low speed, then it will miss at high speed. Of course, when I bring the contacts a little closer together, then the engine will run all right at both low and high speeds, but the platinum points pit very badly in about ten miles of running, and the machine practically comes to a stop because of the engine skipping. Is it possible that the three cells furnish too strong a current? If not, where does the trouble lie?  
A SUBSCRIBER.

[You are probably right in surmising that you are using too much battery, which apparently is causing the pitting of the contacts. You should follow the instructions of the coil makers and try using two batteries, setting your contacts as far apart as possible without missing at high speed.]

"I am an enthusiastic motorcycle rider and have found your publication very interesting and instructive."—Lewis F. Homberg, St. Louis, Mo.



**Three Day Endurance Run for Cleveland.**

Instead of the program of motorcycle races that it had intended to give on Decoration Day, the Cleveland Motorcycle Club, of Cleveland, O., is to put on something more ambitious, in the way of a three day endurance run, which will include Columbus and Toledo in its itinerary. The run will start from the club house on East 79th street, on Sunday, May 28. The first day's run will be to Columbus, the state capital, about 150 miles. The second day will be from Columbus to Toledo, a distance of about 130 miles, and the third day will be from Toledo to Cleveland, 120 miles, making a total of approximately 400 miles altogether. Motorcycle clubs in Akron, Canton, Columbus and Toledo are expected to join the run at their respective cities, making a big delegation at the finish.

**Spokane Club Plans a Speed Tour.**

What is to be the longest motorcycle trip so far attempted by the Spokane Motorcycle Club, of Spokane, Wash., is to take place on April 16, and is to be a speed affair for those of the club who wish to have it so. The journey will be from Spo-

kane to Lewiston, Idaho, and return, a distance of 175 miles. The first run of the club for 1911 takes place on March 19, and a run will then be arranged for each Sunday from then until the close of the season. Last year a captain was elected for the entire season to arrange for the different runs, but this year a captain will be elected for every month, and he will be chosen in time to prepare his schedule in time for the first of the month for which he is selected, so that there will be no interruptions or delays.

**Chicago Reliability Date Chosen.**

The date for the Chicago Motorcycle Club's second annual reliability run has been selected, and the affair will take place on May 7, according to present arrangements. The route will be from Chicago to Waukegan, Libertyville, Elgin, Aurora and back to Chicago. A hill climb will be held on Algonquin hill. William Walsh is at present the holder of the reliability run trophy, a cup valued at \$100, having won it last year. It becomes the permanent property of the rider who wins it three times, which, however, need not be in three successive years.

**Four Parts to Worcester's Contest.**

Entry blanks are out for the Worcester (Mass.) Motorcycle Club's annual endurance contest, which will be held in four sections, extending over a period of six months. The first run will take place on April 19, Patriots' Day, which is a legal holiday in Massachusetts. The triangle course to Providence, Boston and return, 136 miles, will be used. June 4 is the date of the second run, which will be over a 175-mile course via Greenfield and Springfield. Rockport, on the Gloucester Capes, will be the turning point for the third run, on August 6, which totals 200 miles. On the second and third runs the riders will not leave the state. The last run is scheduled for October 1, and will be a double century affair, taking in Springfield and Boston. Entrants cannot enter for part of the series, but must enter for all four runs. The entry fee for each run is \$1. H. L. Clarke, 660 Main street, Worcester, is receiving entries and supplying information concerning the contests. Because of the splendid condition of most New England roads and the large field of entrants in prospect, participants are promised more pleasure than hardship.



"The Envy of the Boys."



## SENDING WHOLE ENGINES TO F. A. M.

Hendee Takes Radical Step to Frustrate  
Oversize Protests After Record Break-  
ing—Follows Thornley's Plan.

Perhaps the most radical step ever taken by any American motorcycle manufacturer engaged in racing to remove all possible doubt and ground for allegation by rival interests that its machines are beyond the F. A. M. limit of 61 cubic inches piston displacement, was taken last week by the Hendee Mfg. Co., Springfield, Mass. Instructions were sent to all of the factory riders on the Pacific Coast that hereafter when any records are broken by Indian machines, that the officiating referee at the trial immediately is to seal the engine and forward it by express to Chairman Thornley at New York, who is to have it measured by the mechanical engineer of the Automobile Club of America.

This action, which is in line with a recent suggestion of the chairman as being the only sure way to put an end to the protests and insinuations of irregular measurement and oversize engines which usually have followed record trials at Los Angeles, is prompted by invariable allegations by rival agents and riders that Indian engines used in record trials are oversize. Although the Indian racing machines on the Coast have been used in a number of record trials and have been measured repeatedly, none of them ever has been found oversize, and whatever rejections of Indian-made records there have been have resulted from carelessness in complying with the rules.

However, the Hendee company has decided on this radical action, which also is rather expensive, in order to relieve itself of further annoyance by unfounded allegations that its engines are oversize. The company indicates that it will expect other makers who engage in racing to send to Chairman Thornley for official measurement the engines used in any trial in which records are broken.

### Two Denver Parks Want F. A. M. Sanction.

With two of Denver's leading amusement parks battling for a franchise to hold speed contests and prospects bright for the best season of motorcycle races in the history of the Colorado capital, interest is at fever heat awaiting the issuance of a sanction by the Federation of American Motorcyclists. Lakeside and the Tuileries both want the privilege of staging the races, but on account of new rules and regulations adopted by the F. A. M., neither has been awarded a sanction.

Last year the Tuileries had the only official track, and Owner Kilpatrick put in a bid for the F. A. M. franchise for 1911. A proposition made to the federation, however, by the Lakeside management has

caused the matter of contests to be held up.

The F. A. M. has declared for board tracks wherever possible, and on promise of construction of one of these the owners of the Lakeside white city were practically assured of getting the races. Another rule which does away with the blanket sanction, as issued in previous years, caused a later hitch.

This year sanctions will be issued only for one event at a time. This is to insure the riders of just prizes and to guard against poor racing programs. Under the old system a sanction was issued for the year, and whether or not races were held registered riders of the F. A. M. could not ride on a rival track. The new arrangement eliminates this difficulty and sanctions will be issued to one track only so long as the management conducts races up to the standard. A premium is placed on board tracks, and if Lakeside will put up such a structure it will get the F. A. M. sanction, otherwise the races will go to the Tuileries and the speed events run off on the dirt tracks.

### Observation Trains for Boise Race.

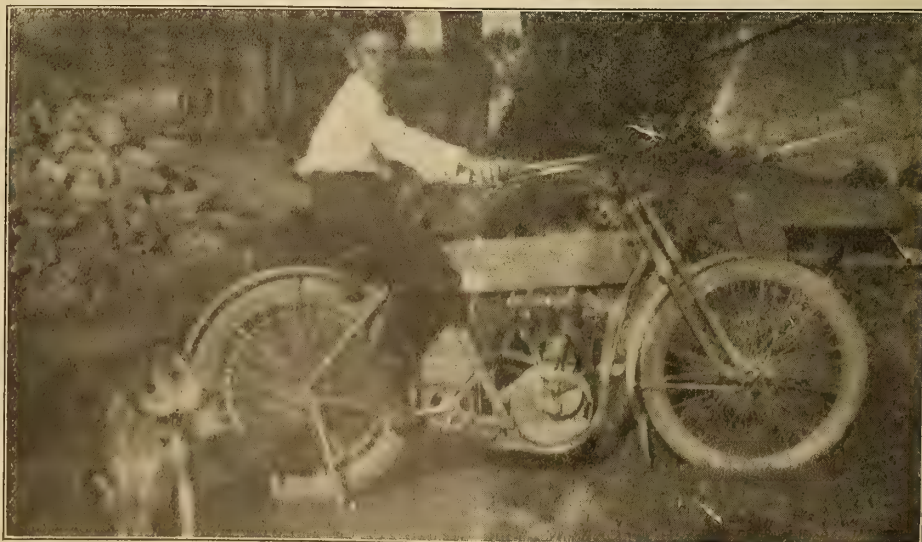
Taking a leaf from the big intercollegiate boat races on the Hudson at New London, the Motorcyclists of Boise, Idaho, are planning a motorcycle race that is to be accompanied by observation cars along the route of the Boise & Interurban electric railway, so that spectators may see the greater part of the race from start to finish—provided the cars run fast enough. The race, as proposed by the Boise Motorcycle Club, is to be held on Memorial Day, May 30. A committee has been appointed to make the necessary arrangements.

Charles James, of the New Jersey Motorcycle Club, has received his medal for high score in the Fourth of July run of the Harlem Motorcycle Club.

## CHARGE DE ROSIER WITH OVERSIZE

Complaint from the Coast to Competition  
Committee—Thornley Wants Prompt-  
ness in Future Protests.

Close on the heels of Chairman Thornley's announcement that on the strength of the official affidavits he had accepted De Rosier's records of February 7, he received advices from California to the effect that there had been a transposition of figures when De Rosier's engine was measured, and that if it were measured according to the rules it would be found oversize. Inasmuch as all records now are accepted provisionally, and are subject to protest and reinvestigation at any time after they are accepted, the chairman is obtaining further details concerning the allegation, and any evidence that may be obtained will be placed before the entire competition committee for decision. In this connection the chairman states that he no longer intends to await for weeks the pleasure of those who may be disposed to file protests against times made in record trials, and that he will accept records upon the receipt of the official affidavits, provided these documents comply with all requirements of the competition rules. In conclusion Chairman Thornley takes exception to the statement of C. L. Smith, in a letter recently published, to the effect that De Rosier's engine was measured twice after his ride on February 7. Smith claimed to be able to furnish proof to this effect, while the chairman states that it has been established positively that the engine was measured once only, and that it then was resealed and so remained until it was used on the new Oakland motordrome several days afterward.



Weighing only 80 pounds, Russell Nolan, of Auburn, N. Y., is the youngest and lightest Harley-Davidson owner in the East. He rode 5,000 miles in 1910.



## SEATTLE CTUB PROSPERING WELL

**Increasing Membership Makes Organization Espouse Ambitious Projects—Opportunities for Pleasant Trips.**

The Seattle Motorcycle Club has taken up its work for the coming season with a dash and vim that indicates great activity in motorcycling affairs this year. At a recent meeting of the club Dr. A. W. Hawley was re-elected president; E. L. Moore, secretary, and C. R. Ray, treasurer. The other officers elected for the ensuing year are as follows: Fred Waller, vice-president; Ray Cattrall, captain; W. G. Taft, first lieutenant; Carl Hasenpflug, second lieutenant.

The board of control is composed of A. G. Taft and C. W. Hamilton, and a third member will be selected at the next meeting to succeed A. W. Hirsch, whose tragic death occurred recently through an automobile accident.

With the membership of the local club constantly increasing the necessity for a club house is becoming more urgent each day and indications are that the organization will have quarters of its own within a short time.

Plans are already formulated for several pleasure trips, endurance runs and race meets. The first pleasure run will be to Vancouver, B. C., and will take place as soon as the weather will permit. The races which proved so popular last year will be resumed upon a more elaborate scale this year. All the members are working with renewed vigor to make the 1911 season a hummer from start to finish.

The Seattle club is affiliated with the Federation of American Motorcyclists. The representative of the F. A. M. for the state of Washington is E. L. Moore, who is also the official referee for the state. Those interested in the organization can get in touch with him at 313 Arcade Annex. Moore also passes on all race meets and open endurance runs and sanctions for them must be obtained through him.

A determined effort is being made by the Seattle Motorcycle Club to bring about an observance of the speed regulations by all motorcycle riders. The club has always been exacting with its members in this particular and experience has shown that frequently the club has been condemned for abuses which have been perpetrated by riders who do not belong to the club at all.

There are approximately 300 motorcyclists in Seattle, but only one-third of that number belong to the club. The Seattle club will assist the police department in its effort to eliminate "speeding" and to that end has requested that the law compelling all motorcyclists to procure a license be rigidly enforced. To further the cause of clean sport and place the blame

of abuse where it rightfully belongs, the local club has imposed penalties for the first and second offense against the speeding regulations and expulsion from the club for the third offense. The club is zealous in its efforts to eliminate abuses which may arise and keep motorcycling above reproach.

The well kept roads to Snoqualmie Falls, Mount Rainier and the adjacent cities afford excellent opportunities for pleasant trips and the moderate sum invested in a motorcycle returns profitable dividends in the way of health, pleasure and recreation. The sport should become decidedly popular in Seattle, for the scenic beauty of the surrounding country affords a splendid opportunity for recreation and pleasure and entices with a charm that cannot easily be resisted.

### Parkway Race a Surprise to One Club.

Members of the New York Motorcycle Club were considerably surprised last week to learn that the organization was scheduled to hold a road race on the Long Island Motor Parkway on Sunday, 26th inst. It was the first intimation that they had received that they were in any way connected with the event, and they expressed themselves in a forcible manner regarding the way in which the promoters of the race had linked the club's name with it, before consulting the organization. Upon putting the matter up to one who is closely identified with the race, inquirers were told that the report that the New York Motorcycle Club would conduct the event was erroneous, and that it would be run under the name of the Motorcycle Touring Club of New York, Inc., on April 2, a new date being selected as well as new auspices.



P. SEFALNE, ATLANTA-MACON RECORD HOLDER

## RHODE ISLANDERS GAIN RAPIDLY

**Record Results Shown by Retiring Membership Committee—Annual Election—Constitutional Amendments.**

Topping off its year of activity, in which new members have been proposed and elected at every club meeting, with a final roundup of 21 new candidates, all of whom were elected to membership, the live wire membership committee of the Rhode Island Motorcycle Club, of Providence, retired from office with colors flying at the annual meeting on the 7th inst. The outgoing committee consisted of H. G. Baxter, C. J. Walmsley and J. M. Boudreau. In the last batch of new members were included riders from all parts of the state and Massachusetts as well, indicating that the club's sphere of influence is not entirely Providential in scope. The club claims that no other club in the state can show a membership record equal to the one it has set.

At the annual election of officers for the ensuing year the following were chosen: J. B. McLaughlin, president; W. L. W. Hillman, vice-president; W. L. Medhurst, secretary-treasurer; Harry M. Jones, captain; W. H. Lovely, first lieutenant; J. F. Cummings, second lieutenant; membership committee, H. G. Baxter, W. H. Lovely, E. E. Rider; competition committee, J. B. McLaughlin, W. A. Suddard, W. H. Earnshaw; finance committee, W. L. W. Hillman, W. A. Suddard, H. G. Baxter; entertainment committee, George H. Dickenson, H. G. Baxter, M. F. Brackenwagen. The president was re-elected for a second term and the secretary is serving his fourth term.

Three amendments were made to the constitution. The word "competition" was inserted in Articles 7 and 13, in place of the word "race," in order more fully to cover all contests that the club may hold. The date of the annual meeting and election also was advanced from the first Monday in March to the first Monday in January. The following amendment also was adopted: "Any member of this club connected with the motorcycle trade in any way whatsoever, shall not be eligible to hold any executive office in the club. This shall include the road offices." Ever since the organization of the club it has been the general sentiment of the members that tradesmen should not hold office, and it was decided finally to incorporate this rule in the constitution. The house committee was complimented on the tasteful way in which it had furnished the club quarters. Practically every meeting discloses some new addition in the way of decorations or furniture, and the cosy quarters have been responsible for luring in quite a few members. Advance work on the annual endurance contest is under way, and dates shortly will be announced.





5 Miles Open,  
Philadelphia, 1908.



1 Hour National  
Championship,  
F. A. M. Meet,  
Philadelphia, 1910. 2d.



New York Motorcycle  
Club Hillclimb,  
Fort George, 1908. Class C.



5 Miles Open,  
Wilkes-Barre, Pa., 1907.



2 Miles National  
Championship,  
F. A. M. Meet,  
Providence, R. I., 1907.



5 Miles Invitation,  
F. A. M. Meet,  
Rochester, N. Y., 1906.



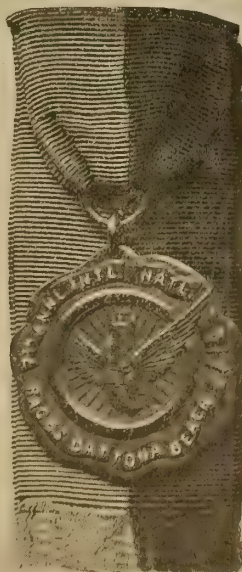
5 Miles Handicap,  
Philadelphia, 1908.



10 Miles National  
Championship,  
F. A. M. Meet,  
New York City, 1908.



20 Miles Open,  
Florida Beach Carnival,  
Daytona, March, 1909.



1 Hour World's Record,  
Florida Beach Carnival,  
Daytona, March, 1909.



New York Motorcycle  
Club Hillclimb,  
Fort George, 1908, Class D.



Medals and Trophies Won by a Successful Amateur Motorcycle Racer—The Valuable Collection Belongs to





Linden Motorcycle Club,  
Fall 150 Mile Run,  
Brooklyn, N. Y.



4 Miles Open,  
Morris Park,  
New York City, 1907.



10 Miles National  
Championship,  
F. A. M. Meet,  
Philadelphia, 1910. 3d.



25 Miles Open,  
Philadelphia, 1908.



1 Mile National  
Championship,  
F. A. M. Meet,  
New York City, 1908.



10 Miles Open,  
Philadelphia, 1908.



5 Miles National  
Championship,  
F. A. M. Meet,  
New York City, 1908.



2 Miles Eastern District,  
F. A. M. Championship,  
Providence, R. I., 1907.



1 Hour National  
Championship,  
Philadelphia, 1908.



1 Mile National  
Championship,  
F. A. M. Meet,  
Philadelphia, 1910. 3d.



New York Motorcycle  
Club Spring Double  
Century Run, 1910.









Medals and Trophies Won by a Successful Amateur Motorcycle Racer—The Valuable Collection Belonging to Walter Goerke, of New York City, who is Shown in the Picture as He Appears When Ready for Action.



### Marylanders to Hold a Banquet.

Preparations are about completed for the first annual banquet of the Maryland Motorcycle Club, which will be held at the Caswell hotel, Baltimore, on April 5. On this occasion reports regarding the club's progress will be read by President Rodgers Wilkens, Secretary Frederick Wilkens and Treasurer Harry Forman. Although the club was organized but a few months ago, these reports will show it to be in a very flourishing condition, having 38 active members and 12 applications for membership on file. Captain Samuel H. Congdon will outline a few of the contemplated runs which are scheduled for the coming riding season. After the banquet and the formalities of the evening are over an elaborate vaudeville program will be given. The club has extended an invitation to all motorcyclists to participate in the festivities of the occasion.

The Maryland Motorcycle Club enjoys comfortable quarters at the corner of North and Slingluff avenues, and its object is to promote good fellowship among the riders in Baltimore, hold race meets, conduct tours and promote, as far as possible, all other interests pertaining to the pleasures of motorcycling.

### Amends Savannah Shooting Story.

Because of the publication of the story

concerning the shooting of a negro by a motorcycle officer at Savannah, the Savannah Motorcycle Club is anxious to "remove the opinion that might be formed that we have a lot of murderers mounted on motorcycles whose principal duty seems to be to go around and shoot down helpless negroes." It is submitted that the court evidence showed that the negro in the affair drew a pistol and that the motorcycle officer shot in self defence, and that the pistol was still clinched in the negro's hand as he lay dead. "Officer Barber," it is explained, "is not a hot-headed individual and would not willingly take a life unless his own were in jeopardy, and the evidence in the case shows that he was warranted in using his gun and using it to the very best advantage."

### Clinton Promises a New Iowa Club.

Stirred by the prominence which their city will receive by reason of the fact that it will be a stopping point on the route of the proposed Dubuque-Chicago middle western endurance run this summer, motorcyclists of Clinton, Ia., are planning to form a local club to welcome the visitors during their stay and help make the affair a success. Enthusiasm is at a high pitch in the town and many young lads who are non-owners have signified their intention of joining the ranks of new riders.

### Jersey Endurance Entries Coming In.

Three entries have already been filed with the New Jersey Motorcycle Club, Newark, N. J., for the big 24 hour endurance run, which will be held on Decoration Day. The entrants are Charles James, of Springfield, N. J., who will ride a 4 horse-power Excelsior with which he has already covered 8,000 miles; Pete Bohsen, of West Orange, N. J., who will ride an Indian; Andy Bohsen, of West Orange, N. J., who will ride a Merkel.

The run, which is from Newark to Atlantic City, Trenton, Mendham and back to the starting point, will be started Monday night, May 29, at 7:30 o'clock, and end at 8:00 o'clock Tuesday night, May 30. Besides the gold, silver and bronze medals to be awarded, there will be three cups—one for the individual doing the most consistent riding, one for the club whose riders make the highest total of perfect scores, and one for the manufacturer whose team has the highest total points. Entry blanks may be secured from George Post, chairman of the run committee.

### Greenfield, Ind., Has a Club.

Motorcyclists have organized a club at Greenfield, Ind., and elected officers as follows: Berlin Dieter, president; R. L. Denney, secretary; Earl Barret, treasurer; Fred Carson, captain.

## HOW ONE CLUB REACHES FOR MEMBERS BY MEANS OF PRINTED MATTER.

### THE NORTH SHORE MOTORCYCLING CLUB

OF CHICAGO

AFFILIATED F. A. M. CLUB NO. 38.



Club House of

The North Shore Motorcycling Club of Chicago. The only club house in the U. S. built especially for a motorcycle club. Always open. Meetings every Tuesday night. Inclined runway to garage in basement. Lockers for members. Space for 200 machines. Fine location, corner of Sheridan Rd. and Evanston Ave. Open to gentlemen only.



# JOIN!



The club that promotes motorcycle events for club members. Something doing all the time.

A few of our well known members of race and endurance run fame:

P. B. WHITNEY	S. W. NICHOLSON
A. H. CROCKER	L. GALITZKI
C. LEANDER	FRED HUYCK
J. A. TURNER	W. REICHERT

B. BLANKENHEIM

All well known in the game. Join and become a live one.

A strictly non-partisan, non-rowdyism club, one that you would be proud to belong to.

#### REQUIREMENTS FOR MEMBERSHIP

CONSTITUTION. Article 3. Any white Male person, whose application is recommended by two members shall be eligible to membership under such terms and conditions, and upon payment of such fees and dues as may be prescribed by the By-Laws of this Club.

BY-LAWS. Article 1. The dues shall be fifty cents (50) per month payable quarterly in advance.

\$5.00 initiation fee entitles member to three months dues in the North Shore Motorcycling Club, a North Shore Motorcycling pin, membership for one year in the F. A. M. and also a F. A. M. pin.



## REPAIR DISCOUNTS FOR F. A. M.

**Committee on Transportation and Facilities  
Gaining Important Concessions—Buffington Doing Efficient Work.**

With the same becoming modesty that is characteristic of those who, engaged in work that is worth while, accomplish it without bluster or fanfare of trumpets, the F. A. M. committee on transportation and facilities is carrying on its labors to the end that the unattached motorcyclist will have a greater incentive to become a member of and give his support to the F. A. M. Few know just what this committee has been doing in the past few months, but Chairman Buffington's remarks at the Providence Motorcycle Club's banquet show that these efficient workers have not been idle.

Already over 240 dealers throughout the country have agreed to give a discount of ten per cent. on repairs to any F. A. M. member in good standing on presentation of his membership card. There are a few old bicycle dealers who have taken on motorcycles, who have shown a reluctance to grant this discount, and pressure is being brought to bear to bring them around. If they do not accede to the proposition, efforts will be made to enlist other dealers in the same town.

It is felt that this discount will be one of the tangible benefits of membership that will appeal favorably to riders who are being solicited to join the F. A. M. On the other hand, it is felt that it also will benefit dealers who grant such a discount, for it will bring business to them and give their shops prestige. Inasmuch as practically every rider will spend at least ten dollars and often much more on repairs in the course of a year, he at least saves the cost of his membership.

Repair shops of the first, second and third class are being appointed every week, and the proper certificates issued to such dealers. The discount scheme is similar to that which the L. A. W. inaugurated in the bicycle days. Each member of the committee has certain territory to cover in rounding up the dealers and making official appointments. When 500 or more dealers have consented to the discount arrangement, a list of such will be printed and distributed to members.

### Belt Machines and Special Records.

Continued efforts are being made by W. G. Schack, general manager of the Emblem Mfg. Co., Angola, N. Y., to have the Federation of American Motorcyclists establish a new classification covering records made by motorcycles fitted with belt transmission. After taking the matter up with President Willis, of the F. A. M., he has received from Willis a letter from the

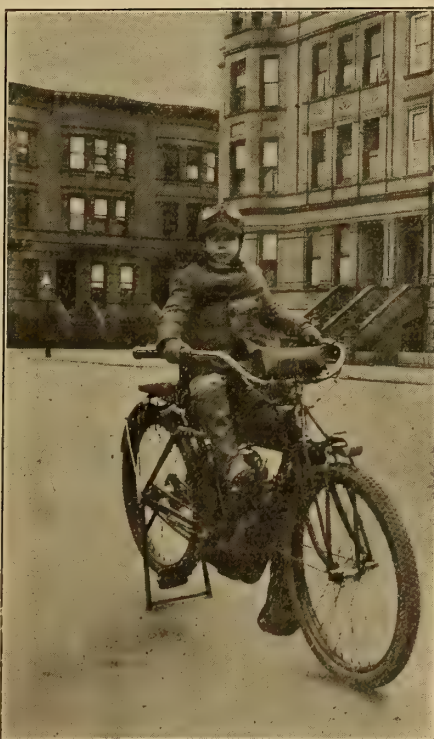
chairman of the F. A. M. competition committee, Dr. J. P. Thornley, replying to a letter by Willis on the subject. Thornley's letter reads:

"Your favor of February 18, enclosing letter from Mr. Schack, of Angola, N. Y., and a copy of your reply thereto received. In reply let me say that I am fully in accord with Mr. Schack's contention, though I am of the opinion that it is a matter which should be approached with considerable caution and care. Promoters of races have the relief which is suggested in this letter of Mr. Schack's, in their own hands. There is nothing to prevent them from programming races for belt machines. Even if the F. A. M. took the matter up in order to give the belt machine more show than it now has, it would be necessary to pass a rule requiring that at each meet there should be at least one event restricted to belt machines. In other words, what is now optional would then become obligatory."

### Jerseyites Forehanded in Law.

Members of the New Jersey Motorcycle Club, Newark, N. J., propose to be equipped in advance for any legal squabbles which may arise. This accounts for the retaining of a lawyer to handle all cases such as damages to machines through collision or other accidents on the road.

### HARLEM CLUB HAS A MASCOT.



With its load, the motorcycle shown in the picture is valued at something over \$1,000,000, by the load's father, Wm. P. Hubschmidt, and by the Harlem Motorcycle Club, of New York. The boy is the club's mascot.

## COMMENDS THE SAN FRANCISCANS

**Chairman of F. A. M. Competition Committee Approves Their Action Against "Shamateurs"—Write His Praise.**

In the "house cleaning" that the San Francisco Motor Club, of San Francisco, Cal., accomplished in the racing ranks by bringing out evidence that was instrumental in transferring Balke, Seymour, Dreyer, Ward and Graves to the professional class, it did a work that has met with enthusiastic approval from the competition committee of the Federation of American Motorcyclists. In a communication to L. A. Cosner, president of the San Francisco club, the chairman of the competition committee commends the action of the club in a hearty manner and explains his own dependency on just such action on the part of clubs and individuals who want clean sport. His words are as follows:

"You have done the right thing, and the thing I have been trying to get individuals and clubs to do ever since I have been chairman of the committee. Without the co-operation of the individual members and the clubs, any action taken by me against any one man or set of men would in all probability have resulted in a failure; it would certainly have resulted in most of the guilty ones escaping, and I did not feel that I was in a position, or in possession of a desire to persecute any one man. If the clubs will take the initiative and furnish me with satisfactory proof they will get quick action every time. In other words, unless the spirit of the individual members of the F. A. M. is for the proper enforcement of these rules for classification it would be impossible for me to get satisfactory evidence against a majority of the culprits. It would only be here and there that somebody who had an axe to grind or a grudge to feed fat upon would come out and use the F. A. M. as a means of satisfying a personal grudge or business interest. I think you will see in a minute how necessary it has been for me to proceed with the utmost caution in this matter.

"You gentlemen have taken the initiative; you have done splendid work, and I trust that the example set by you will be followed by clubs all over the country. Personally I do not blame the men, because their position has been a difficult one. The majority are not by education or environment particularly high-minded. They have a bad example before them of others, and if they were men of so much character and brains as to insist, upon their own initiative, in doing the square thing, I am inclined to think that they would be so valuable to business firms that it would not be necessary for them to ride motorcycles for a living."



## CLUB MOVEMENT IN FULL SWING

All Districts Show Amazing Activity in Organization and F. A. M. Affiliation—  
What the Returns Reveal.

Organization of new clubs and affiliation of both new and old ones is now in full blast, according to Chairman Estabrook of the F. A. M. membership committee. This activity is not confined to one section but is distributed throughout the country as the items indicate. The Auburn (N. Y.) Motorcycle Club was formed with 30 members, and decided to affiliate right away. The following officers were elected: E. A. Spooner, president; Otto Volkman, vice-president; Joseph Harrington, secretary; Earle Mott, treasurer; Karl Barnes, captain; George Nicht, first lieutenant; Harry Morse, second lieutenant. The charter will be held open for 30 days, when it is hoped to have 50 names on the list, and all F. A. M. members, too.

Affiliation number 80 has been assigned to the San Bernardino (Cal.) Motorcycle Club, which has been nibbling at the bait for some time and finally swallowed it. It brought in 24 men. F. J. McIntyre is secretary. Johnstown, Pa., through the person of F. W. Buchanan, a local dealer, has given notice that it soon will boast of a live club, the incubation now being in process. It will be an F. A. M. club, too. Reading, which also is in Pennsylvania, once had a club or was supposed to have had at any rate, but it seems to have dried up and blown away, according to Leo A. Neidert, a local enthusiast. He says that there is plenty of good club material waiting to be banded together and he proposes to jump into the breach and try to save the day by organizing one.

According to present indications, Utica, N. Y., is to be the home of one of the largest and most enthusiastic motorcycle clubs in the Empire State. When the riders of that city and immediate vicinity congregated, February 23, to organize a club, it was discovered that between 60 and 75 would be recorded as charter members. The club will be officially known as the Utica Motorcycle Club and first year officers elected were: President, Frank F. Dutton; vice-president, Homer G. Bulkley; secretary and treasurer, Charles Tessey; captain, Albert Burrell; first lieutenant, Louis Mather; second lieutenant, Prosper Jenny. The club will make application for F. A. M. affiliation, and at the next meeting committees will be appointed to plan endurance runs, hill climbing contests and other events for the approaching season. Members of other motorcycle clubs passing through Utica will be shown every possible attention and supplied with all available information regarding road conditions by the Utica Motorcycle Club. The ad-

dress of the club secretary is 308 Whitesboro street. Thirty-two of the 57 riders who signed the charter list unanimously approved of affiliating with the F. A. M. This favorable majority vote has given birth to a proposition to make the club a 100 per cent. F. A. M. club. The charter will be held open for a short time. The by-laws also have been tabled for further consideration.

Washington's Birthday also was the similar anniversary of the Leavenworth (Kan.) Motorcycle Club, which came into being with 16 members. Otto Witt is responsible for this club. Its officers are as follows: O. P. Cart, president; Louis Miller, vice-president; Otto Witt, secretary-treasurer; Albert Stuckey, captain; George Marks, first lieutenant; Eugene Clark, second lieutenant. Two club runs weekly are scheduled, and the renting of suitable quarters is being considered, likewise affiliation.

Akron, O., boasts of at least one enthusiastic F. A. M. worker in the person of Clyde L. Mitchella, president of the Akron Motorcycle Club, and a local commissioner. He has 30 new members to his credit since December 15. Roscoe St. John, a dealer, of Rocky Ford, Col., is stirring things up in that section with a big spoon. When the batter is finished a club may result. The subject of affiliation will come before the Miami (Fla.) Motorcycle Club for decision at the next meeting.

Kenosha, Wis., now boasts of a motorcycle club, which styles itself the Kenosha Motorcycle Club, and starts with 14 members and has prospects of securing several more before the end of the month. The officers elected are as follows: Paul Meyer, president; C. A. Leystrom, secretary; Otto Kuball, treasurer; Edward Harmer, captain. Affiliation with the F. A. M. is receiving favorable consideration. For the coming season a number of contests and pleasure runs are planned. The question of affiliation will be voted on at the next meeting.

The Peninsula Motorcycle Club, of Newport News, Va., has received its affiliation papers. The Easton Motorcycle Club, of Philipsburg, Pa., reports that it needs but two more members to have the required number of affiliation.

Chicago, Ill., reports that it probably will contribute another club soon. H. L. Tank, 608 E. 35th street, is the moving spirit behind the new organization. J. Palmer Post, of Jewett City, Conn., also gives notice that he is busy in the club line, and expects to show results soon. In Urbana, O., there also is an awakening in progress. F. A. Harenberg is responsible for it, and has a club already in the works. The finishing touches will be applied soon. Thirty motorcyclists of Saginaw, Mich., have promised H. J. Allington, 616 S. Weadock avenue, a local dealer, that he can count them in the club that he has on the ways. The launching will take place soon.

During the month of February the F. A. M. gained 356 new members, according to

Secretary Gibson. The gain by states was as follows: Indiana, 48; California, 46; New Jersey, 34; Ohio, 33; Illinois, 27; Washington, 22; Florida, 22; Kansas, 18; New York, 15; Canada, 13; Nebraska, 12; Virginia, 12; Pennsylvania, 11; Massachusetts, 9; Connecticut, 6; District of Columbia, 4; Maryland, 3; Wisconsin, 3; Missouri, 3; Minnesota, 3; Texas, 2; Kentucky, 1; North Carolina, 1; South Carolina, 1; Mississippi, 1; Arkansas, 1; Idaho, 1; South Dakota, 1; Nevada, 1.

Not only in the racing branch of the sport was February notable for the breaking of records, but the membership workers of the F. A. M. also hung up some high water figures, according to Chairman Estabrook. Eleven clubs affiliated during the month, bringing in 212 new members. This is more than double the number of affiliated clubs that came in during any previous month in the history of the organization. The last club to have its affiliation papers bear a February date was the Camden (N. J.) Motorcycle Club, which mustered in 30 men.

### New York-Montreal Improvements.

An improved highway extending from New York City to Montreal will be provided, if plans of New York legislators are carried out. The Senate finance committee has decided to report favorably the Emerson bill, providing for an appropriation of \$1,200,000 to be expended under the Highway Act for the improvement of the State road from New York to Rouse's Point, on the Canadian border. The route includes the east side of the Hudson from New York north to Albany, and runs thence to Saratoga, Glens Falls, Lake George, Warrenburg, Chestertown, Schroon Lake, Elizabethtown, Au Sable Forks, Keesville, Plattsburg and Rouse's Point. It is stated that when the New York road is completed, the Canadian Government will build a stone road from Rouse's Point to Montreal, a distance of 30 miles.

### Chinese to Have Cheap Gasoline.

Further evidence of the intensity of the "oil war" that is being waged abroad between the Standard Oil Co. and the Royal Dutch Shell Combine is indicated by the latest move of the latter in going after the Chinese trade in which the former long has enjoyed a monopoly. The Dutch company has arranged to export from this country 10,000,000 gallons of gasoline to China in an effort to wrest the Far Eastern market from the American trust.

### Racing Emblems for Pacific Coast.

Two Emblem motorcycles of the racing type have been purchased by the John T. Bill Co., Los Angeles, Cal. They are the latest and fastest models produced by the factory and will be entered in Southern California motorcycle and hill climbing contests. One of the machines will be ridden by Claude Short, of the Bill company.



## TANDEM OWNERS MAY ORGANIZE

**Cincinnati the Home of a Project for a Novel Club—Has Two Good Clubs Already.**

What would be the most unusual motorcycle club in the country is being projected in Cincinnati, O., the idea being to form a "tandem club" composed wholly of owners of motorcycles with tandem attachments. There are over 60 eligible candidates already, who take their sisters, sweethearts and wives on their machines, and it is thought that a club of "tandemites" would have many advantages for all. Cincinnati now has two motorcycle clubs, one of which is styled the Cincinnati Motorcycle Club and the other the Motorcycle Club of Cincinnati. Both are making runs from central points in the city each Sunday, and each is officered by progressive riders interested in the good of the sport and pastime.

The Cincinnati Motorcycle Club, with President Fred Sparrow as its head, and Olin Ross as captain, makes its headquarters at the Automobile Club of Cincinnati. A large proportion of its 35 members are members of the Federation of American Motorcyclists. This club makes runs every Sunday from the Postoffice square (Fountain square), the usual starting time being about 9 a. m. The other organization, the Motorcycle Club of Cincinnati, has over 30 members enlisted. Its officers are L. T. Sanders, president; Charles Laile, Jr., vice-president; Fred Sanders, secretary-treasurer, and Joseph Walsh, captain.

## Worcester May Have a Road Race.

In addition to the four-instalment endurance contest which is scheduled for the coming season, the Worcester (Mass.) Motorcycle Club also is talking of staging a road race. Two good courses are available, and, while no definite decision yet has been reached, the outlook for a road carnival is bright. The local dealers have been very liberal in donating prizes for the endurance contest. The club has given up its old quarters and is contemplating leasing a new bungalow on the shore of Lake Quinsigamond, near Shrewsbury. A committee on quarters has been appointed.

## Houston Riders Take a Club Run.

A very enjoyable run over Harris county's shell roadways was enjoyed recently by 14 members of the Houston Motorcycle Club, Houston, Tex., who covered a distance of 103 miles in six hours running time. They left the establishment of Austin W. Burgis on Fannin street, at 9 a. m., going first out the Crosby road. Dinner was eaten at Dayton, after which the tourists proceeded to Trinity, where a stop of an hour and a half was made, while waiting for a delegation from the Beaumont Mo-

torcycle Club. Learning that the Beaumont aggregation had been detained on account of a heavy rain in Jefferson county, the motorcyclists returned homeward, going by way of the Lynchburg route and stopping off for an inspection of the historic San Jacinto battleground. The Harrisburg road was taken into the city. The motorcyclists reported having encountered splendid road conditions. Several other and longer trips already are being planned for the coming season.

## Aurora's Club Starting Afresh.

The reorganization meeting of the Aurora (Ill.) Motorcycle Club, February 27, resulted in the election of the following officers: C. Sohn, president; A. B. Crosby, vice-president; J. Baltazor, treasurer, R. Robinson, secretary; Lee Sohn, captain; A. Norris, assistant captain; C. Grass, C. Barnes and T. Walters, red cross committee. This club, with 35 members, is making arrangements to equip and maintain club rooms. Aurora has a good half mile dirt track and the local motorcyclists intend to keep it hot with races during the coming season.

## Spokane Wants a Board Saucer.

The Motorcycle Club of Spokane, Wash., has appointed a committee to work in connection with all motorcyclists in that city in an effort to have a motorcycle saucer track erected. The plan includes a 3½ lap track, the space within the saucer to be used for baseball and football grounds. The estimated cost of the proposed track and grandstand is \$8,000. As soon as the track committee, Jack Weston, Sam Walker and Arther Watson, finds a desirable site, within easy access of the city, a stock company will be formed and work commenced.

## ONE OF WORCESTER'S KIDDERS.



No, no! Not in that sense. He is Forest L. Kidder, who holds the cup for best score in 1910 runs of the Worcester (Mass.) Motorcycle Club.

## TOURISTS TO COMMENCE EARLY

**New Yorkers Will Start Schedule Next Month—Medals and Trophies Ready—No Used Charter Wanted.**

At the regular meeting of the Motorcycle Touring Club of New York (Affiliated) this week, Captain Thorpe announced that the club's opening gun of the contest season would be fired on April 2, in the form of a club run to Peekskill and return. The route includes part of the course for the trio cup trials. It also will inaugurate the competition for the Widmayer Trophy, which will be awarded at the end of the season to the rider with the highest total number of points for attendance at club meetings and participation in club contests. For each meeting attended a member will be credited with one point, and on club contests may earn a possible five points on the following basis: For starting in a club contest, 1 point; for reaching destination, 2 points; for finishing, 2 points. The medal designs for the trio trial were accepted and one dozen gold, silver and bronze medals were ordered. Two applications for membership were received. In an informal discussion of the report in another paper that the rival "Touring Club" was contemplating offering to sell the club its charter and probably would consolidate with the New York Motorcycle Club, it was the unanimous sentiment of the meeting that if such an offer were made it would be declined. Inasmuch as the club last year discussed both incorporation and affiliation and chose the latter as being preferable, it decided that it was not in the market for second-hand charters at the present time.

## Oshkosh Holds Motorcycle Banquet.

The Oshkosh Motorcycle Club, of Oshkosh, Wis., held a banquet on the 2d inst., in honor of two new members, Fred Bangs and Guy F. Hansen. The club orchestra furnished the music for the occasion and the Schrottky Brothers' quartet gave several vocal selections. After the club banquet, the committee, composed of H. H. Schrottky, L. O. Chase, Guy Brundage and Charles Busam, passed the cigars. Stories by Arthur Jones and others were followed by vocal selections by Al Keene. L. O. Chase took a number of flashlight pictures of the club. The club selected orange and black as its club colors. The Daily Northwestern, one of the leading newspapers of Oshkosh, gave the public a full account of the banquet. The club intends to hold a banquet once a month until the riding season opens, when it will take up racing. The organization is "warming up" to the Federation of American Motorcyclists, and it is probable that by spring all the members will belong to the F. A. M.



### Sanction for New York Trio Trials.

Concurrent with the filing of entry blanks, a sanction has been issued for the first trio-cup-trial of the Motorcycle Touring Club of New York, F. A. M. No. 71, on Sunday, April 23. Reservations also have been made with the competition committee for July 16, and September 17 for the remaining trials, assuring that no sanctions will be granted for rival events in Greater New York on these dates. The blanks are in blanket form, so that they are good for any and all trials, eliminating the necessity for having several sets printed. A reduced rate is made to anyone entering in all the trials. One unique feature of the contests is that they will be held on the dates scheduled regardless of weather conditions. The route for all of the trials is from New York to Newburg and return, 135 miles, going up the east bank of the Hudson, ferrying from Fishkill Landing to Newburg, and returning on the west bank to Nyack, and ferrying again to Tarrytown on the east side. The trials are open to amateurs only, and there are two classes for machines—singles and multiples. Another innovation intended to discourage fifty-ninth minute entries is that all entries offered within five days of the date for each trial will be subject to double fees. Applications for blanks should be sent to Stanley B. Thorpe, 227 West 83d street, New York City.

### Hughes Again Heads Louisvillians.

The annual meeting of the Louisville Motorcycle Club, Louisville, Ky., was held on Monday night, 6th inst., at the store of D. L. Davis. E. M. Hughes was unanimously re-elected president; Bert Coblens was chosen vice-president; C. E. Rodgers, secretary; Clarence Rodgers, treasurer, to succeed R. L. Davis; C. W. Fisher, a director to serve three years; G. N. Robinson, a director to serve two years. Following the election, L. W. Thompson was appointed chairman of the house committee, with C. W. Fisher and R. L. Davis as his fellow committeemen. H. Kline, C. Baumeister and C. Rodgers were designated to act as the membership committee, while Bert Coblens was appointed captain of tours, with R. L. Davis and C. Baumeister as his assistants. The legislation and highway improvement committee consists of G. N. Robinson, Robert Davis and Bert Coblens. The press committee appointments were Thompson, Wessel and Rodgers. A trouble finding contest already has been announced by the new house committee for the next meeting, which will be held on Monday, April 3, at C. W. Fisher's store, 403 East Broadway, starting at 8 p. m.

### Cleveland Medals Are Awarded.

Medals for the seven perfect score winners in the Cleveland Motorcycle Club's New Year's reliability run were awarded at the last club meeting. The recipients



were H. Speck (Emblem), P. J. Carleton (Emblem), Ed Rischel (Thor), Ed Hawkins (Thor), W. J. Lister (Harley-Davidson), L. E. Kissig (Indian) and H. H. Uterhart (Minneapolis). To succeed H. J. Tucker, resigned, the club unanimously chose Ed Rischel as one of its directors. The club expects to hold a hill climb and economy and brake test some time in the near future.

### Bostonians Plan Patriots' Day Run.

For the past three years the red letter event in motorcycle circles in Boston and vicinity has been the annual Patriots' Day, which falls on April 19, is the anniversary of the battle of Lexington and Concord in the Revolutionary War, and is observed with great ceremony in the Hub. This year the Boston Motorcycle Club, Inc., will conduct the run, which will start from Copley square at 9 a. m. The distance is about 45 miles over excellent roads, and the only restriction in connection with the run is that no rider shall pass the pacemakers,

of whom there will be three and who will maintain a pace of about 25 miles per hour. Every possible assistance will be given to riders who meet with mishaps. This annual event has the distinction of a record entry of 240 riders on one occasion. Further details may be obtained from A. P. Howe, 206 Massachusetts avenue, Boston, Mass.

### No Lights for Connecticut Wagons Yet.

Owing to the overwhelming opposition which has developed against the two bills that have been offered in the Connecticut legislature, now in session, providing that all vehicles shall carry a light at night, it is likely that cyclists who use the roads of the Nutmeg State at night will have to take chances with wagons without lights for another two years at least. The house committee on roads, rivers and bridges has reported unfavorably on the bills, which had but one supporter at the hearing. Efforts to have such a law passed have been unsuccessful for several years past.



## PROVIDENCE DEALERS OPTIMISTIC

**Live Motorcycle and Bicycle Agents Plentiful in Rhode Island Capital—Preparing for Increasing Trade.**

Although it is second in population, Providence, R. I., easily ranks first as the banner motorcycle and bicycle city of New England. More of these machines are sold every year in the Rhode Island capital than in any other city in Eastern Yankee-land, not even excepting Boston, the birthplace of cycling in America. Providence streets and suburbs are well adapted to the use of two-wheelers of any sort. It is a great manufacturing city, being the jewelry center of the country, and also numbers among its industries several mills, tool manufacturing plants and other enterprises. These factories employ thousands of operatives, and large numbers of these use bicycles and motorcycles in going to and from their work. This is the mainstay of the local dealers' trade. Innumerable other lines there are, however, in which bicycles and motorcycles are used either for business or pleasure or both.

While last year was a good one with the local dealers, a majority of them expect their 1911 business to far surpass that of last year. Almost without exception the dealers are enthusiastic over the outlook for the year. One of those who can see no storm clouds on the business horizon is Hiram G. Baxter, who handles the Excelsior and M-M. He has an excellent location at 31 Washington street, the local automobile row, and situated in the heart of the downtown section. Baxter took on the Excelsior last fall, and did some preliminary missionary work that now is producing returns. He claims to have taken orders already for both makes in excess of those for the same period a year ago, and also has a good string of prospects in line. He does not play strong with second-hand machines, and only takes one in trade if he has a definite call for one. He prefers to take a customer's machine and sell it at the owner's price, asking no commission. Instalment sales do not appeal to Baxter, and he enters into them but rarely, and only then when the purchaser's financial responsibility is such that the contract can be liquidated in large payments.

A few doors up the street, at No. 57, is the new and well stocked store of Albert E. Goodby, one of the largest jobbers in bicycles and sundries in New England. Goodby is a real live wire, and is so fully charged with enthusiasm and optimism over the rosy outlook of the bicycle business at the present time that one who talks bicycles with him, even for a few minutes, cannot help but absorb considerable of his abundant fund of smiling confidence. Goodby handles bicycles, motorcycle sundries

and automobile accessories. He does not handle motorcycles. The Racycle is his bicycle leader, and he also carries several jobbing lines of bicycles. Goodby took up bicycles in 1896, just when the "boom" was unbooming, and stuck to them through all the lean years. Now he is reaping his reward.

Last year his total bicycle business alone amounted to \$142,000. The January business showed an increase of over \$3,000 ahead of the same month last year, and February also eclipsed the same month last year by a good margin. Since Goodby became a jobber his business has grown by leaps and bounds. One has really to

he can tell at any time how much business any of his employees, either on the road or in the stores, did on any particular day, so that he knows who is "making good" and who is not. Likewise, if one of his travelers does less business in a city than he did on a preceding trip Goodby has the facts at his finger tips and wants to know why. Similarly he knows at all times the exact amount of his total and individual stocks and what is moving and what is not. He expects in his bicycle business an increase of from 60 to 75 per cent. for this year over last.

A peculiar state of affairs exists at the local branch of the American F. N. Co., 49



VIEW OF ALBERT E. GOODBY'S DOWNTOWN STORE, IN PROVIDENCE, R. I.

go through his establishment to realize the enormous stock he carries. In his downtown store. Bicycles are prominently displayed on the main floor and also monopolize an elevated platform. Down in the basement are piled, several tiers high, boxes and crates of tires and sundries, and all filled, too, truly a big stock, valued at approximately \$75,000. Nor is this all, for at his uptown store, on Prairie avenue, Goodby carries even a greater stock, a standing item of which is 6,000 pairs of bicycle tires.

Last year Goodby received premiums on a big order of bicycles from one of his customers who wanted them and wanted them quick. The fact that anyone would pay a premium to get bicycles in these days may surprise the average citizen, but Goodby always is ready to back up his statement by showing the contract. He has several travelers on the road, and is a great believer in modern business systems. He has so systematized his business that

Union street. The store has been closed since last September, although the rent is paid regularly. Four used machines, three of them F. N.'s, are on the floor, and a few sundries and tools are scattered about. The place is in rather disorderly shape, judging from appearances. It is rumored that the local manager and H. H. Wilcox, of Boston, who is supposed to be the F. N. backer in this country, had a difference over salary. At any rate, the establishment is closed tight as a drum, and no one appears to know what the outcome will be.

Dawson & Co., 181 Weybosset street, are undoubtedly the oldest bicycle dealers in the city, having started in 1884 with the Star machine. Of course, they have changed their location several times, but have been in their present store for quite a long term. They handle bicycles exclusively, representing the Crown, Hudson, Tribune, Yale and a job line. The head of the firm explained that owing to the cramped quarters and lack of rear outlet



and yard it was impossible to handle motorcycles. Occasionally a second-hand motorcycle is taken in and disposed of and a very good second-hand business in bicycles is done. Light repairing constitutes part of the business. The firm has an excellent location on one of the main business thoroughfares. Last year's business in bicycles, both new and second-hand, was very good, and it is expected that this year will eclipse 1910.

C. J. Walmsley, 172 Pine street, is one of the pioneer motorcycle dealers, and has handled the R-S motorcycles and Reading Standard bicycles for several years. He did fairly well last year, and explains that he had lost several sales through inability to secure deliveries. He considers the outlook for the coming year very good, and expresses the opinion that the amount of his sales largely will depend on how deliveries are made. His shop is equipped for repairing, and during the winter months automobile work is taken in.

Pugh Bros., on Mathewson street, have given up bicycles and motorcycles entirely and are concentrating on motor cars.

Corp Bros., 40 Mathewson street, are a long established firm, and handle bicycles only, in addition to a general repair business. They specialize on autogenous welding and brazing, and do a large business in these lines. They formerly handled motorcycles, having the M-M agency, but have discontinued motorcycles altogether save on repair work. They do a good business in new bicycles and a very extensive trade in second-hand bicycles and repairs.

The Providence Motorcycle Exchange, 96-98 Sprague street, is operated by Joseph M. Boudreau. He had the Merkel agency last year, but this year will take on another line. Last year's business was not satisfactory, Boudreau alleging that because of the keen competition among the other dealers they in some instances gave gratuities in the shape of accessories and repairs to riders in order to get trade, and that he was forced to do likewise. He avers, however, that he will not cater to this sort of customer hereafter. Inability to get early deliveries last year also cost him several sales, he states. He has a roomy establishment, with good facilities for storage and repairs. He also handles bicycles and sundries.

Out in South Providence is the Elmwood Cyclery at 690 Public street. It is operated by J. A. Nisbet and J. C. Loftes, formerly with B. A. Swenson. They have the agency for the Harley-Davidson, having taken it on late last year, and having done considerable missionary work that now promises good returns. In bicycles they handle the Pope lines, and have a good trade. Repairs, sundries and storage also are on tap at this establishment. They consider the outlook very bright, and expect far to exceed last year's business.

J. M. Newton, of Fall River, Mass., who handles the Merkel locally, has been given

the Providence territory also for this year, and will work it through A. E. Manchester, of 184 Potter avenue, Providence, who has a sub-agency. Fall River is 20 miles from Providence, so that Manchester's base of supplies will be not far removed from his field of operations.

Burton L. Richardson, 502 Pine street, is concentrating on bicycles at present, but is flirting with motorcycles. He is handling the Pope line of bicycles, and has a well equipped shop centrally located, and has good facilities to take on motorcycles.

George W. Walker, 517 Potter avenue, is somewhat removed from the heart of the city, but is in a section where he has not a great deal of competition. Bicycle repairs and second-hand wheels are his specialty, and the latter line is particularly lucrative.

B. A. Swenson, 298 Blackstone street, is the leading motorcycle dealer in Providence, as his competitors are frank to admit. He handles the Indian exclusively, having a large part of the state as territory. He also does an extensive bicycle business, and carries the Pierce, Gendron and Swenson special. He started in business ten years ago on a very small scale, and through perseverance and and prodigious energy has built up a big business. He owns the three-story building in which his store is located. He is contemplating opening a downtown store for the purposes of show rooms only, this step being dependent on his ability to find the right kind of a man to manage it.

Despite the fact that he is located in South Providence and quite removed from the business section of the city, he enjoys a large trade. In defense of his somewhat remote location he asserts that those who look him up are on business bent, and his assertion is well borne out by his turnover. What he considers one of his best aids is that he at all times keeps a complete line of all Indian models on hand, so that customers are able to decide right on the spot just what machine they wish. He also carries machines in stock for immediate delivery.

Swenson's business is not confined to Providence by any means, for he has a very lusty country and suburban trade, and advertises in the country press, and also in Westerly, Niantic and other South County towns. Sunday is probably the best business day of the week for Swenson, for on that day, in addition to his local customers, a big string of out-of-town clients and prospects come in to do business. He carries a large stock of second-hand machines, mostly Indians, of all models for several years back, so that a customer has a wide choice. All the second-hand machines are overhauled before being placed on sale and are guaranteed.

Another business principle that helps Swenson to no inconsiderable extent is his willingness to buy back or take in trade any machine that he ever has sold, be it

new or second-hand. He does a big business in instalments among out-of-town purchasers, but his local business is largely with people who are well to do, and can afford the best motorcycles, and indulge themselves accordingly. A very complete assortment of accessories and bicycle sundries is carried. In fact, special efforts are made to take care of urgent demands for parts, and should he not have a part in stock he will not hesitate to rob a machine on the floor rather than tie up a machine that is in service.

In the repair line there is nothing that Swenson is afraid to tackle, even to rebuilding a machine, and he can point to several examples of that sort that are nothing to be ashamed of. He has a power equipped shop, an enameling oven and a complete tool equipment. Although well satisfied with last year's business, when he disposed of over 125 new machines and nearly as many second-hand ones, not forgetting a big bicycle and repair trade, Swenson expects to show at least 50 per cent. increase for this year.

#### Portable Telephone for Tourists.

Designed for motorcyclists and tourists who lose the trail or get stalled, a recent invention is a wayside telephone—a pocket combination receiver and transmitter with a short insulated wire and plug attached. The user looks for the first telephone, telegraph or trolley pole that has one of the boxes designed for this use. He inserts the plug in a hole in the box and is immediately in communication with the company's exchange. The portable outfit is made light, and is rented, not sold.

#### Motorcycle Deputies for Redwood.

Three deputy sheriffs, equipped with motorcycles, are to patrol the roads in the first, second and third townships, according to a resolution by the supervisors in a recent meeting at Redwood City, Cal. The appointees are George Lownes, of Vista Grande; M. F. Brown, of San Mateo, and Theodore A. Martenstein, of Redwood City. They are to be supplied with motorcycles fast enough to catch the speedist automobile that may violate the local speed regulations.

#### New York Police Want Motorcycles.

Motorcycles will take the place of bicycles altogether in the New York City police department if plans now being discussed are carried out. One argument advanced in favor of the motorcycle is the fact that expert users are able to start and be going 50 miles an hour before a half block has been covered. There is not an automobile made, it is thought, that can get away from a first-class motorcycle.

#### Gold Medals for Jersey Endurance.

Perfect score riders in the annual endurance run of the New Jersey Motorcycle Club will be awarded gold medals.



## Valuable Kinks in Motorcycle Maintenance

The approach of another riding season will, as usual, bring many new recruits into the ranks of the motorcycle enthusiasts. While the motorcycle is by no means a complicated machine, nor one requiring a great deal of attention, it does demand a certain amount of reasonable care if its owner is to get the full worth of the money invested. Many new riders are often ignorant of certain points which should be heeded in connection with their mounts, and even some of enough experience to know better occasionally wax neglectful. The following contains much elementary matter, which it is trusted the expert will pardon for the sake of one or two little kinks that may possibly seem worth while to him.

Most important of all is the oiling of the motor, and it is very difficult to lay down fixed rules regarding this for the simple fact that one motor may use twice as much oil as another of the same make and size. You'll have to learn the needs of your individual machine by experiment, following carefully the instructions that the makers give about the amount of oil. Remember this: Too much oil, though it may cause trouble in fouled plugs and carbon deposits, never does the engine any harm; too little is a disaster, and a terrible one.

Don't experiment with cheap oils, though that doesn't mean that you must pay fancy prices for your lubricant, since merely the addition of an imposing name and a gaudy label may double the dealer's profit. In general, depending of course upon the locality, 75 cents per gallon is as little as one can afford to pay. One might pay twice that much to an unscrupulous dealer and get nothing but a can of greasy iron-filings. One more pointer: Don't use light automobile oil in your air-cooled engine. Such oil is designed for water-cooled engines, working at a much lower temperature than the air-cooled variety, and is not at all suitable for motorcycle use. I have had garage men try to sell it to me, saying that it was "just as good," but heed them not. Remember also that a new machine always needs much more oil than one which has been run a thousand miles or so; that is, until the various moving parts have been "broken in," so to speak, and the whole machine has "found itself."

Look occasionally to the bicycle parts of your machine. Both front and rear hubs are provided with oil holes, and don't let these run dry. Now and then it is a good plan to jack up the front wheel and see if it runs easily. Then disconnect the engine drive and try the back wheel. Sometimes

the hubs tighten up so that there is a considerable degree of friction, which means so much wasted power taken up in increased wear on bearings and possible breakage on the road.

You can generally tell whether a rider takes good care of a machine by its looks. If it is always covered with dust and there is plenty of oil sprinkled about on the outside, it is a safe bet that she may be lacking oil somewhere on the inside. A clean machine bespeaks a careful rider.

One of the arguments in favor of a regular cleaning is that the process is quite apt to bring to light anything which needs attention, especially loose nuts. Nuts are apt to work loose on any machine, particularly a new one, owing to the constant vibration, and if this happens to be the case the time spent in cleaning will probably bring the fact to light. Watch the crank case nuts, those which hold the motor in its frame, those on front and rear hubs; in fact, watch them all.

The combined dust and grease mixture which a hundred mile run will liberally sprinkle over any motor is sometimes prone to resist all efforts to dislodge it. My cleaning method is thusly: First I get a box to sit on, then a half pint or so of gasoline in a small can and a medium sized paint brush. Thus equipped I can work at my ease, and if the dirt still sticks I start the motor kicking until she is well warmed up, when the deposit usually fades away. The gasoline will leave a white deposit, but this may be easily removed by elbow grease and a bit of cotton waste. I recommend this method for the crank case and engine only, for the gasoline is likely to have a ruinous effect on enamel, but as the greasy dirt is generally confined to the engine, all is well.

The grinding of valves is a difficulty which sooner or later faces every rider of a motorcycle. The easiest way is to have the repair man do the job—at so much per hour; but any rider who wishes to be intimately acquainted with his steed will sometimes prefer to do this himself if he has opportunity. The exhaust valve needs attention much more often than the inlet, as it works at a higher temperature. I grind my exhaust valve about once every thousand miles, though one cannot state definitely just how often it will be necessary; that depends on the size of valve, engine design, how the machine is run, weather temperature, etc.

When I grind an exhaust valve I remove the cylinder head—that is one reason why I prefer them cast separately—and then can do a good job without fearing that

any of the grinding compound will get down in the cylinder. This also gives a good opportunity to clean out the carbon from the head. Use a screw driver set in a brace for grinding, and be sure that the pressure is exerted in a straight line with the valve stem, or it may be ground in lopsided. Reverse the direction of grinding at very frequent intervals, and often lift the valve in its seat. Wash thoroughly with gasoline when you have finished, to remove all the abrasive.

When we consider what tires have to stand it is a wonder they last as well as they do, though they wear out fast enough, goodness knows! Here is where a little forethought is repaid in shining ducats. Always be sure that your cases are properly inflated, though they need not be pumped up until harder than a hickory knot. Another important tire tip is to watch for the tiny cuts that are sure to happen. If these are not attended to water will work in, the fabric will rot and a blow-out result. There are several varieties of dope on the market for treating such places, and while the repair will have to be renewed from time to time, still it saves the tire, and that's what it's there for. As evidence of the efficiency of this treatment, I might mention a personal experience. Last July I had the luck to cut the side of a new tire, exposing the fabric for nearly an inch. I carefully "doped it," and at the end of the season the original dope was still on deck and working, with something over three thousand miles to its credit. This cut was not on the actual tread, of course, or the patch would not have lasted so well.

The questions often asked as to what spare parts a rider should take when starting off on a trip, and according to some authorities he should be provided with almost everything from a cotter pin to an extra cylinder! To put in some of these parts would involve the complete taking down of the engine and crank case by the road side—and I wonder how many riders have done or could do that. In some machines even the fitting of a new exhaust valve requires heavier tools than one usually carries. The only parts I have ever had to replace on the road were an inlet valve and spark plugs. A plug may go at any time, and I never feel safe without a couple in the kit, but as for carrying other spares—well, I have enough confidence in my machine to count on her getting me there and back without taking along a dozen pounds or so of odds and ends of junk.

GEORGE M. JOHNSON.



## HE DID NOT CARE WHAT HAPPENED

Spoiled Youngster Could Always Get New Parts for Nothing—Some of his Motorcycling Experiences.

A great majority of motorcyclists are well satisfied to be able to own and maintain one machine, and greatly to be envied are those fortunate ones who are in a position to keep a "stable," motorcyclingly speaking. To have a "garage" well stocked with singles and twins, roadsters and racers, two-speeds and one-speeds, undoubtedly is the zenith of many a motorcyclist's ambitions. Even the ordinary rider who is able to buy a machine offhand is looked on with envious mien by the hundreds and thousands who want one but cannot afford it and are saving up their pennies and denying themselves pleasures of all kinds to get one. Going to the other extreme, it might be supposed, and there are undoubtedly quite a few who think that way, that anyone who is connected with a motorcycle factory has the use of a machine whenever he wants it. And to carry the delusion a little further, such a fortunate individual has no expense in connection with the operation of the machine. Of course, the factory stands for all bills of that sort!

By way of exploding any such misapprehension, be it said that the factory people who enjoy such a privilege are mighty few indeed. In fact, some of the very highest officers of a motorcycle plant have been known to wait several weeks before a machine could be spared for their use, so rushed was the firm with insistent orders for machines. In this connection an old time rider relates an incident of the early days of motorcycling, when at least one motorcyclist through unusual circumstances had a new engine whenever he wanted it, and without it costing him a penny.

"This young lad I have in mind was about 16 years old," said the O. T. R., in recounting the circumstances, "and his father was superintendent of a factory where light motors were fitted to bicycles, thus converting them into motorcycles. The boy of course was the idol of his dad and had the run of the shop. He had one of the machines that the factory turned out. Well, I think the knowledge that he could get things fixed free at any time made him careless, for at any rate that fellow had a new engine every few days. He would run one of those machines without oil until the engine froze, and when this happened he calmly would unhitch the shoe string belt and pedal the machine to the shop and have a new engine put on. It was only a matter of half an hour or less to change engines. Sometimes when he came back with an engine out of com-

mission his dad would give him a gentle upbraiding and then have one of the men put on a new engine.

"There was an oil tank on those machines, of course, but it was not connected up regularly, and the purchaser had to make the connection at his own expense. Well, sir, that kid was too confidently lazy to connect the oil tank with the engine, so he would open the plug on top of the crankcase and fill the engine with oil. Of course it would smoke like a Pittsburg steel mill for several miles, but what did that matter. You may be sure that the plug was fouled and the spark drowned out quite often, but that was nothing. Our hero simply cleaned the plug, ran off some oil and went on again, repeating the process as often as necessary.

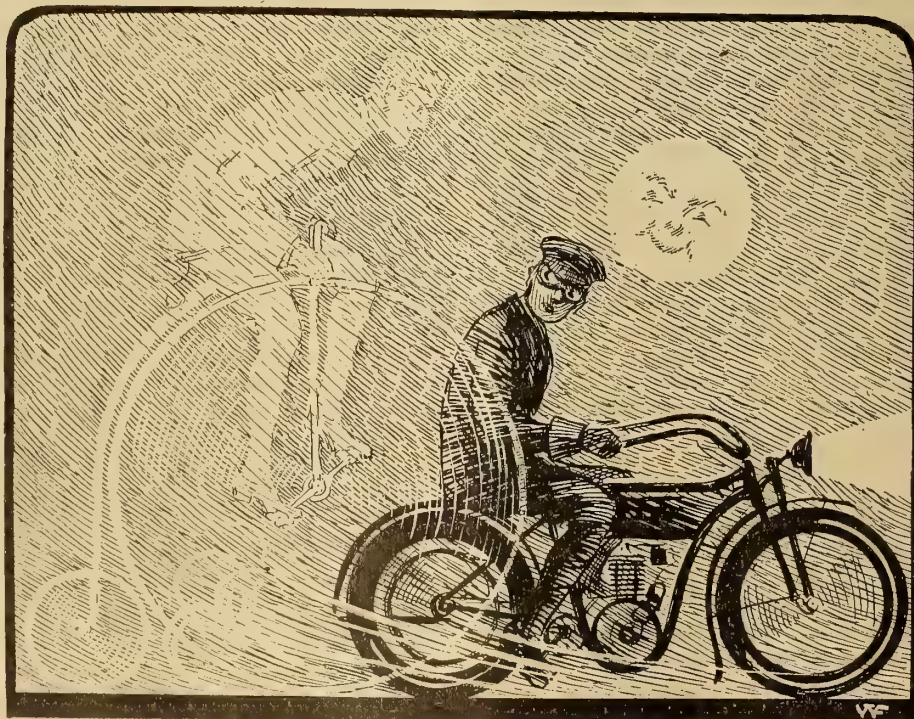
"More than once the engine got so carbonized from flooding with oil that the valve stuck and refused to close. That meant pedaling nearly five miles on a hot summer day on one occasion. The carbureter was a kind of fluky arrangement too; it used to get streaks when it would work fine and then it would balk and cut up badly. Whenever the latter happened, there was no dallying; on would go another carbureter right away. Whenever this spoiled child would be asked what the matter was and why he did not try to fix it he would reply: 'Oh, I don't know and I don't care. Why should I fool with it. Let those fellows in the shop find out. That's what they're there for.'

"Once the kid came back with the flywheel tied on the handlebar, and swearing a blue streak because it had rapped him a smart crack on the leg as it flew off. The flywheel was outside the crankcase on the

left side and the pulley was integral with it. One day the nut came off and, of course, the kid didn't notice its departure, but the flywheel soon followed, and after hitting him on the leg bounded off into the bushes. I'll bet that kid had over a dozen engines in the course of a few months, in addition to any parts he wanted. The more he had the less care he took of them. He would leave the machine out in the rain, run it without oil or else flood it, overheat it with full throttle and late spark and do all sorts of things to it. The factory is out of existence now (no, not because of the kid's extravagant ways, but for other reasons), but he certainly had a cinch while it lasted. I never knew anyone before or since that was so well fixed with motorcycles at such small cost."

### Doerte the Victim of Odd Accident.

Walter Doerte, a motorcyclist of Brooklyn, N. Y., who lives at 1155 Bushwick avenue, was the victim of a peculiar accident on the 5th inst., of a kind to indicate a danger in sounding a motorcycle horn when passing a horse at close quarters. He was riding behind a hook and ladder fire truck in Woodhaven, L. I., while the horses attached to the apparatus were being exercised. One of the horses, frightened, it is believed, by the honking of the horn, stopped suddenly and began to kick. One of his hoofs struck Doerte in the right knee and caused him to fall from his machine. In addition to the injury to his knee, his head was cut as a result of the fall. Word was sent to his home, and his own automobile, which soon arrived, carried him to his home, where he has since been confined to his bed.

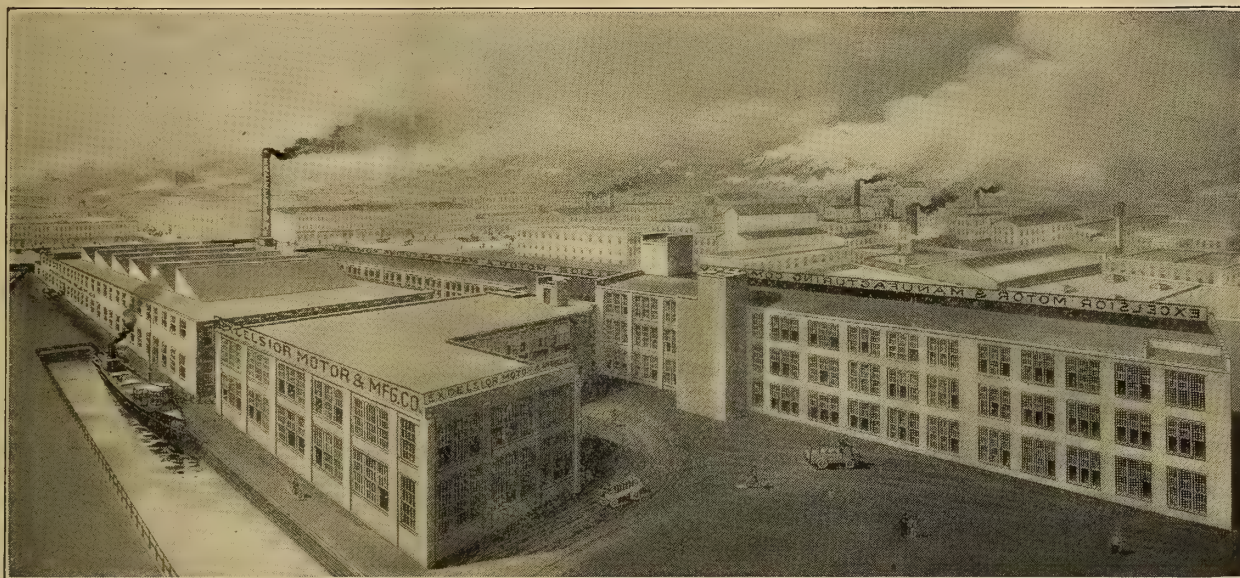


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**Cycle Road Race in Olympic Games.**

In the Olympic games, which take place in Stockholm, Sweden, next year, one of the big features will be a cycle road race, the details of which have just been announced by the Swedish Olympic committee. The race will take place around the Malar Lake, on July 6, 1912. The course is about 320 kilometers. The contestants will start at intervals of from three to five minutes. Entries close June 6, 1912. Competitors must have license or registration approved by the Union Cycliste Internationale. The race is partly individual, partly a team race. In the individual competition the maximum number of competitors from each nation is 12. Simultaneously there is a team competition, for which each nation may enter a team of nine, of whom six start, three are reserves and four count. The aggregate time of these four determines the winning order of the teams. Each nation is limited to one team.

**Plainfield Handicap Road Race.**

The Plainfield Cycling Club, of Plainfield, N. J., has chosen Decoration Day as the date for its third annual 25 mile handicap bicycle road race. The club has moved into new quarters at 33 Somerset street, which are furnished in mission and green, and visiting cyclists are to be well taken care of when in Plainfield. The officers elected for 1911 are as follows: A. B. Dunham, president; J. W. Neal, vice-presi-

dent; G. L. Morrison, recording secretary; P. F. Haberle, financial secretary; G. L. Simon, treasurer; S. C. Haberle and R. Mantz, trustees.

**Memorial Card Concerning Weston.**

In connection with the death of Frank W. Weston, the Boston Bicycle Club has issued to its members a memorial card. Its text is as follows:

"He was the father of bicycling in America and the founder of the Boston Bicycle Club. We who knew him loved him.

"It was not his habit to speak ill of any one. He brought a great deal of happiness to a great many persons.

"When next beneath the oak at Pankapog we drink our silent toast to those we've lost, the name above all others in our minds, the first on that list which grows too fast, shall be Frank Weston's.

"May he rest in peace."

**Brooklyn Boasts a New Bicycle Club.**

New bicycle clubs are rather rare articles these days, but Brooklyn, N. Y., boasts of a new aggregation of pedal pushers who style themselves the Acme Wheelmen, and who have chosen the following officers: Edward Rick, president; Irving Higgins, secretary-treasurer; John DeBruyn, captain. Membership is limited to 30 riders, and the club colors are white and black. The organization is said to have several good riders in its ranks, and likely will figure prominently in racing.

**C. R. C. A. 1911 Prize List Completed.**

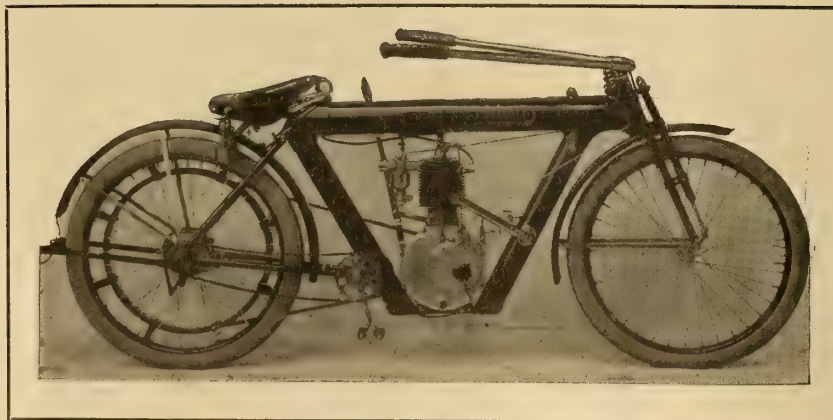
The complete list of prizes to be awarded members of the Century Road Club Association, of New York City, in cycle competition for 1911, has been prepared. It is as follows:

National competitions—Mileage century, three medals, gold, silver and bronze; best record for the year ten miles unpaced, gold medal, George Bieregel donor; best record for the year 100 miles unpaced, gold medal, offered on condition that present record of 5:18:22 $\frac{3}{4}$  be broken, E. Lee Ferguson donor; breaking New York-Boston record, silver loving cup, J. M. Mitchell donor; breaking New York-Albany record, silver loving cup, George Bieregel donor; best record for the year New York to Atlantic City, silver loving cup, A. R. Cooley donor.

Eastern Division competitions—Membership, three medals, gold, silver and bronze; mileage, gold medal; club run, three medals, gold, silver and bronze; club championship, four medals, gold, gold and silver, silver and bronze; best record for Jerome avenue course, silver loving cup, J. P. Berlenbach donor; race at finish of each club run to be decided by point system, with suitable prize to be announced later, J. P. Berlenbach donor; home trainer races, three suitable prizes. The three big events scheduled are the ten mile road race on April 16, 30 miles road race on May 28 and spring century on April 30. All three are open events.



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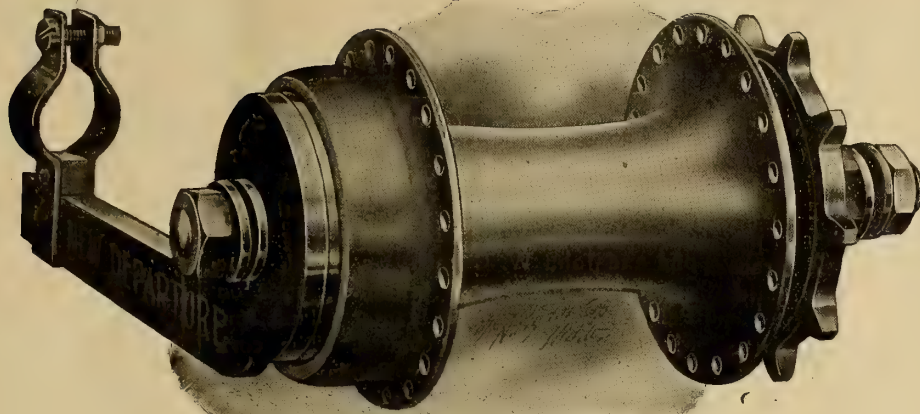
**Clean, Strong, Durable Frame**

This season's output will accommodate a few more good agents if orders are placed at once.



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This is the motorcycle coaster brake that

**"Gives absolutely perfect satisfaction"**

The merit of the New Departure internal expanding band coaster brake for motorcycles is recognized by every manufacturer, dealer and rider who has investigated it. The number of letters received strongly commending it is nothing short of remarkable. Here is one received from The F. B. Widmayer Company, of New York City. Everybody who is interested in making, selling or riding a motorcycle should read it.

NEW DEPARTURE MFG. CO.,  
Bristol, Conn.

Gentlemen:—It gives me pleasure to say that I have used one of your internal expanding band coaster brakes on one of my heaviest tri-cars for twelve months and it has given absolutely perfect satisfaction. There is not the slightest evidence of dragging or binding, and if there has been any wear, I have not been able to find it. There has been no trace of slipping and the brake has been very positive in its action.

I have been much annoyed by the action of other brakes. Taking all in all, your brake is the most satisfactory I have ever used. I also wish to say that it is very free running, as anyone can see by examining the construction.

Very sincerely,

THE F. B. WIDMAYER CO.,  
Per Frank B. Widmayer.

NEW CATALOG FOR THE ASKING.

**THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.**

Coaster Brake Licensors.



**Schieder and Ricotta Score at Buffalo.**

With three bicycle events on the program and nearly all of the best local pedal pushers entered as participants, the largest crowd of the season attended the indoor games of the 65th Infantry Athletic Association, Buffalo, N. Y., March 3.

In the one-mile novice race those who qualified for the final were: F. Walters, Parkside C. C.; A. P. Ricotta, Busti A. C.; J. MacKenzie, Colonial C. C.; R. E. Winzig, Central Y. M. C. A.; E. C. Reiser, unattached; A. Striebach, Star A. C. The race was won by Walters; second, Ricotta; third, MacKenzie. Time, 2:47.

Those who qualified for the final in the 1½ mile lap race were: E. C. Arenz, Ariel A. C.; Joe Tanner, unattached; A. Mercer, 65th Infantry A. A.; Joe Schieder, Central Y. M. C. A.; A. J. Golph, 65th Infantry A. A.; Fred Shudt, Alma A. C.; A. Kruschell, Alma A. C. Schieder, 50 points, won the race; second, Arenz, 33 points; third, Shudt, 31 points; fourth, Kruschell, 17 points. Time, 3:26.

In the one mile handicap event the contestants in the final were: Ed Frank, 90 yards; F. P. Scott, 65 yards; E. C. Arenz, 15 yards; Fred Schell, 75 yards; H. Kriegbaum, 60 yards; J. C. Ricotta, 125 yards; Joe Schieder, scratch; L. Wilcox, 75 yards; E. P. Young, 35 yards. On the last lap Schieder fell, bringing down Frank. Ricotta won the race by 10 yards; second, Wilcox; third, Arenz; fourth, Scott. Time, 2:10½.

April 7 and 28 are the dates decided upon for the next indoor games in the 65th Infantry Athletic Association series.

**Vanden Dries Wins in Hot Finish.**

One of the most exciting bicycle contests of the season took place at the Twenty-second Regiment Armory, New York City, March 4, when Walter Vanden Dries won the two-mile handicap flat floor race by a narrow margin. The winner allowed his rivals generous handicaps, but caught up to the field before half the distance had been covered. Vanden Dries did not push matters until the last two laps, evidently expecting easily to sprint away without any trouble in the final dash. His judgment was at fault, however, for W. Buckingham, Company F (50 yards), proved to be a dangerous contestant, and stuck to Vanden Dries's wheel, despite the latter's best efforts to shake him off, and it was only by a foot or so that Vanden Dries finally won the event. J. Lightfind, Company F (75 yards), scored third in the race. Time, 5m. 13¾s.

**Pursuit Teams for 23d Regiment.**

Cycle racing as incorporated in the program of athletic events at the Twenty-Third Regiment Armory, Brooklyn, N. Y., on the 18th inst., will take the form of a team pursuit race between a team representing the New York Athletic Club and a rival team from the Irish-American Ath-

letic Club. The teams will consist of three men each, the Irish-American being represented by Chris Mohrman, Ed Goodwin and Franklin Fischer, while the New York Athletics will have Walter Vanden Dries, H. R. Brown and Walter Raleigh.

**New England Wheelmen Pull Corks.**

George Polascy won the opening cork pulling race of the season of the New England Wheelmen, New York City, on Sunday, 5th inst. Joseph Kopsky finished second and John W. Clement was third. The event was run over a ten-mile course on Pelham Parkway, near Hunter Island Inn. Sixteen members participated. The cork races will be held every Sunday for the balance of the season, weather permitting, and the rider winning the most races will be awarded a handsome loving cup at the close of the season. The members will start for the course from the club rooms, 2603 Eighth avenue, at 9 o'clock Sunday mornings.

**Protest Long Branch Sanction.**

Protest has been filed against the granting of an N. C. A. sanction for the Long Branch Cycle Club's second annual race meet at Long Branch, N. J., on Decoration Day, May 30. The protest is entered by the Monmouth Cycle Club, of Asbury Park, N. J., which already has obtained an N. C. A. sanction for a 25 mile road race on the same day, that will probably include Long Branch in its course.

**Death of George K. Barrett.**

George K. Barrett, who at one time was editor of "Bearings" and prominent among the cycle racers of the Middle West, died at his home, 3230 Calumet avenue, Chicago, Ill., on the 3d inst. His death followed a brief illness brought on by heart trouble. He is survived by two children, a son and a daughter.

A two mile bicycle race is on the program for the Mohawk Athletes' fifth annual sports in the 22d Regiment Armory, New York City, March 11.

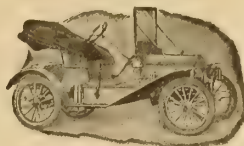
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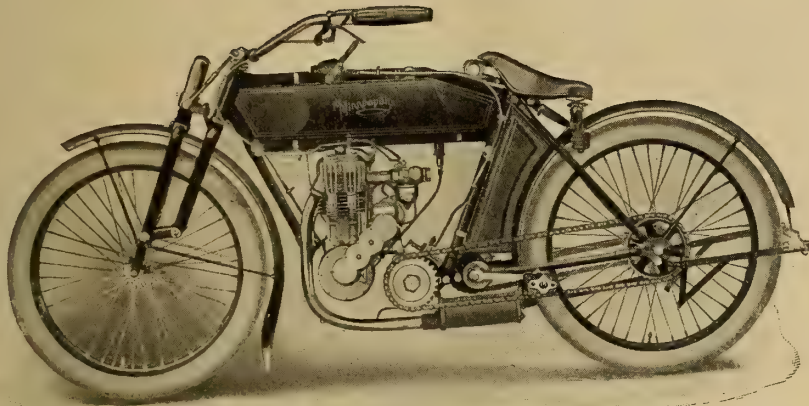


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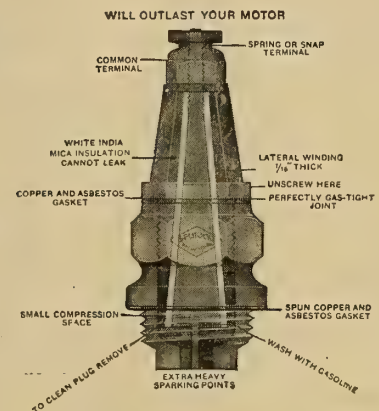
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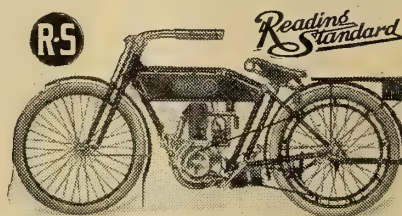
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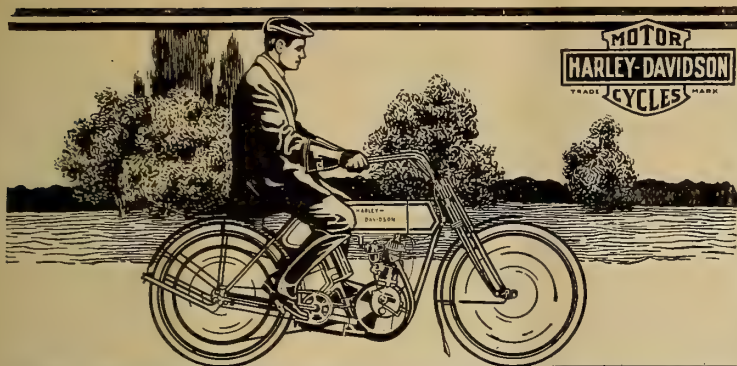
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will aid you in understanding many things about ignition that may now seem hard of understanding. Price, 50c.

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## Model G, 1911, Motorcycle Carbureters

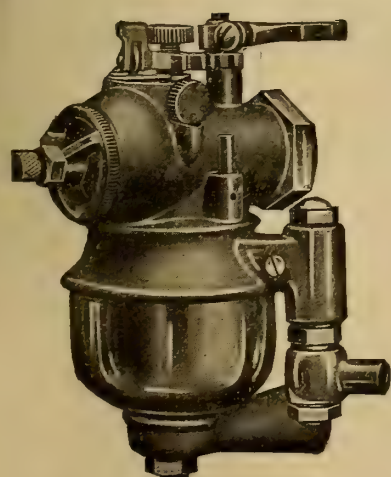
Either double adjustment type, raised needle valve, or the single adjustment type, as desired. Made of special aluminum alloy, nickel-plated, float bowl either stamped brass, nicked and polished, or heavy glass. Either type gives maximum power and speed to machine, also minimum speed and gasoline consumption; runs machine from 3 to 75 miles per hour, depending upon size motor,

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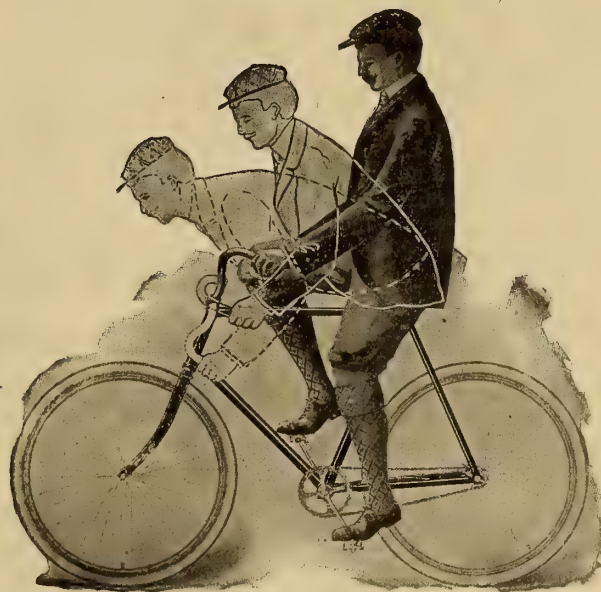
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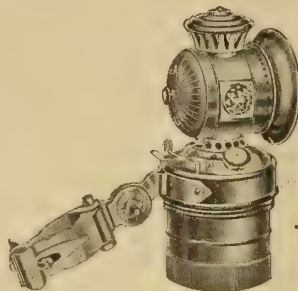
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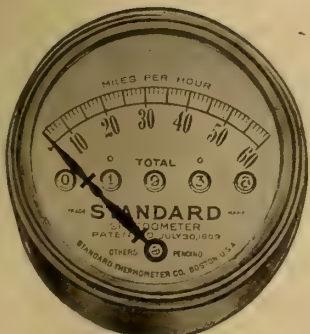
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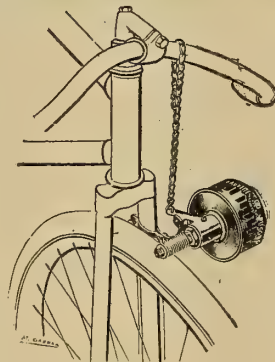
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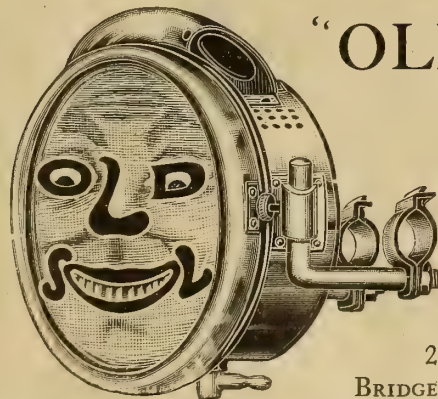


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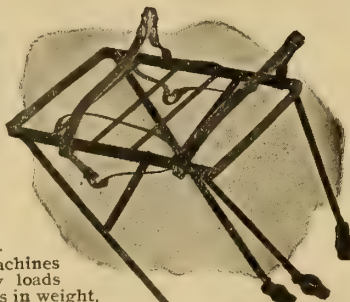
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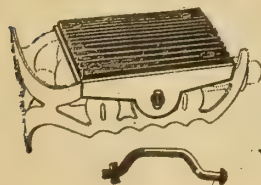
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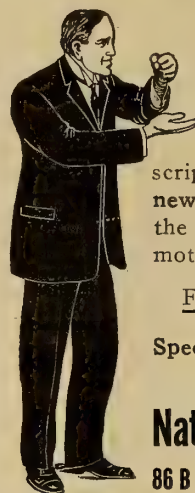
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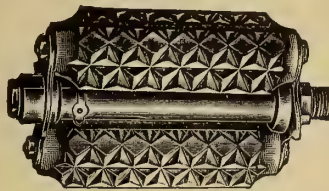
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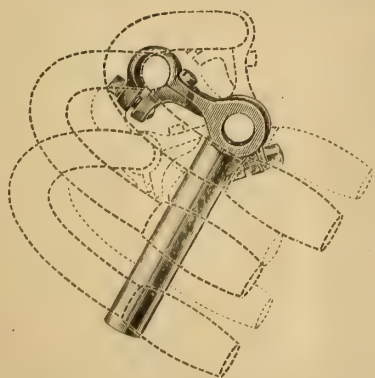
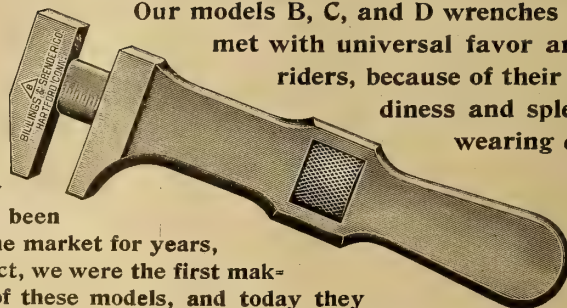
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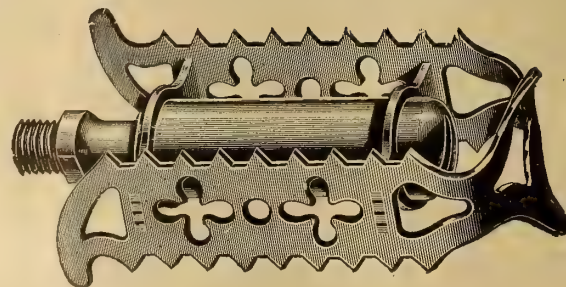
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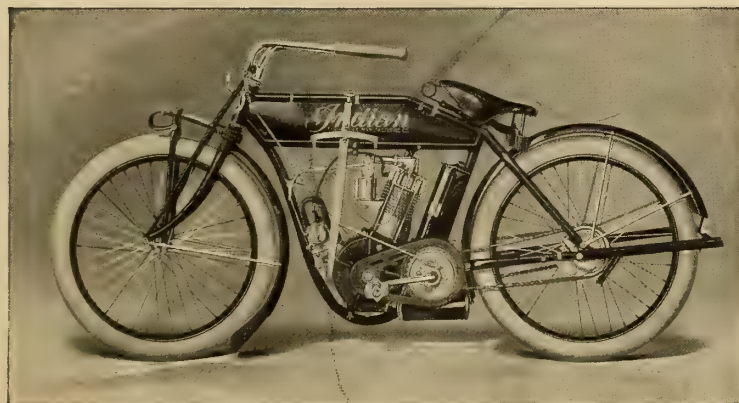


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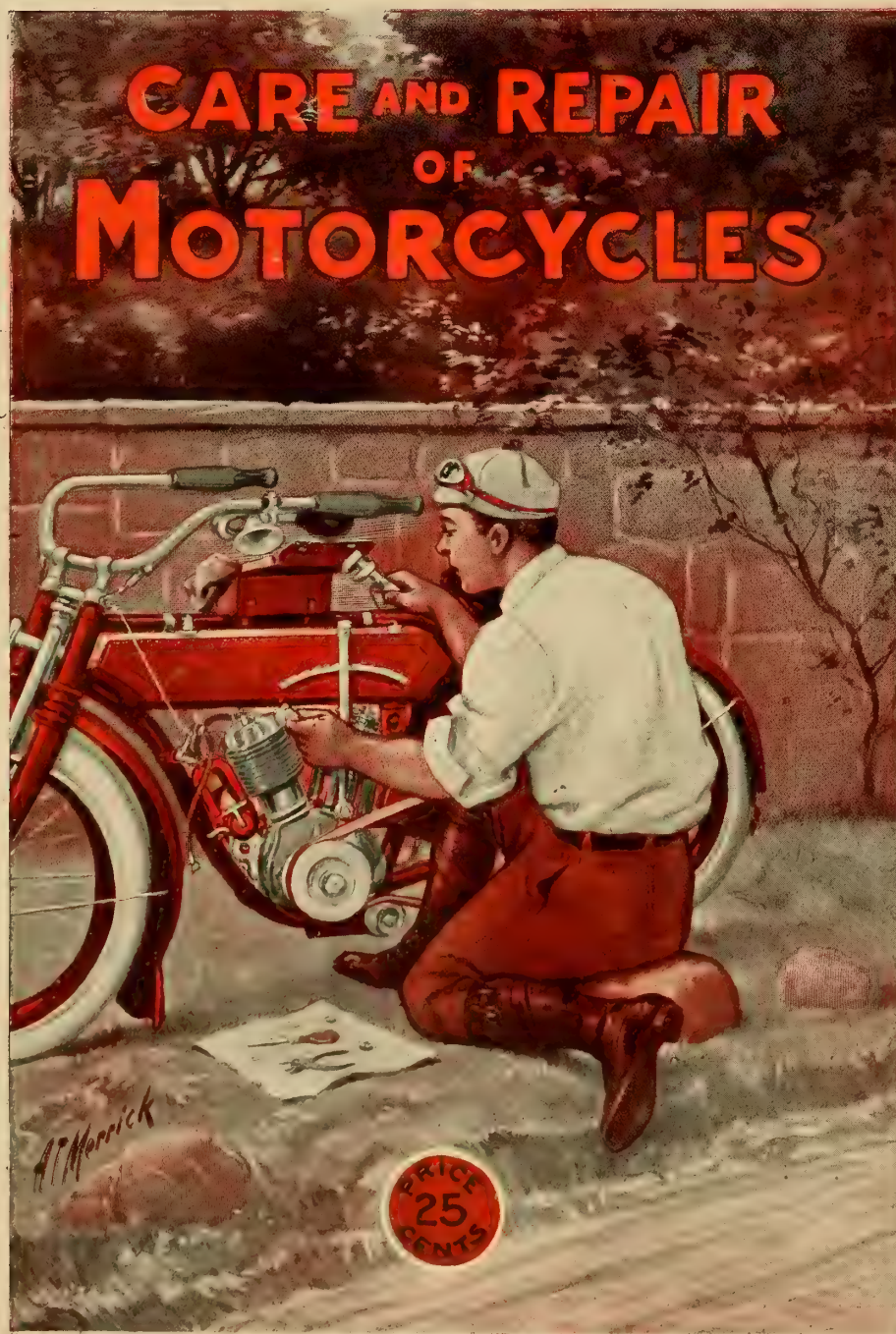
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It's the treasure book of the motorcyclist and you don't have to go far to find someone who will tell you how good previous editions

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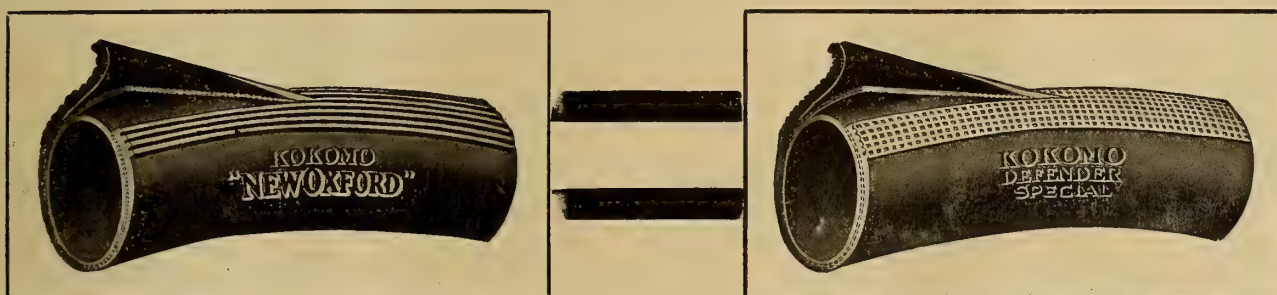
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Spring pleasure and spring profits  
will soon be here, and will be  
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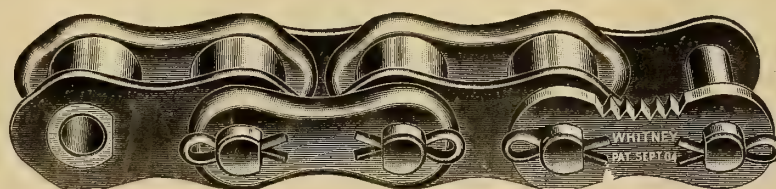
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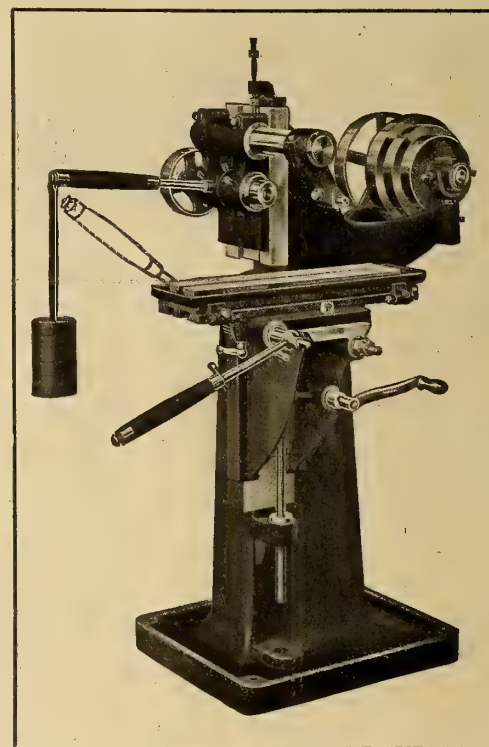
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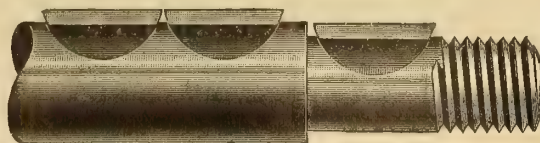
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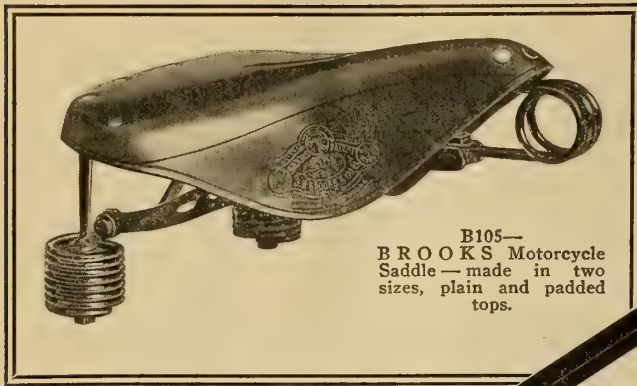
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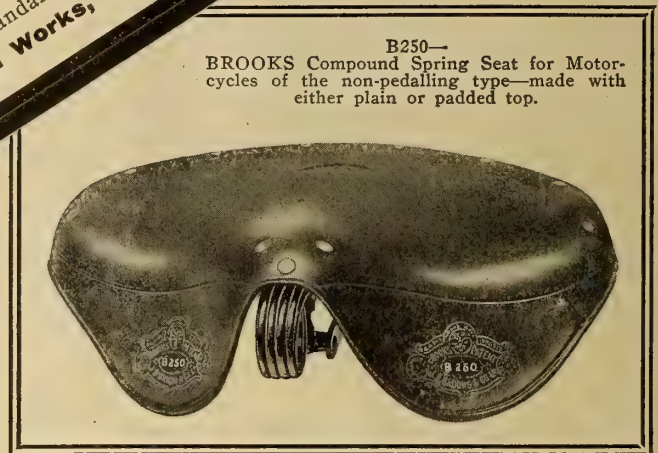




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BROOKS Motorcycle  
Saddle—made in two  
sizes, plain and padded  
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**"Saddle by BROOKS"**—If you can say that when you offer the bicycle it will materially assist you in the sale, for the Saddle that bears that name constitutes a selling point of unequalled value. Remember that

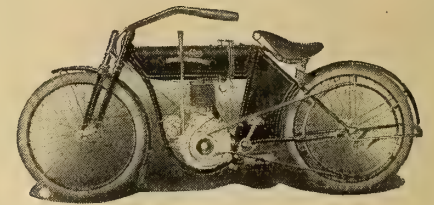
**The BROOKS**  
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It means vibration vanquished and, to every man who rides it—perfect comfort—perfect luxury.  
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BROOKS Compound Spring Seat for Motor-  
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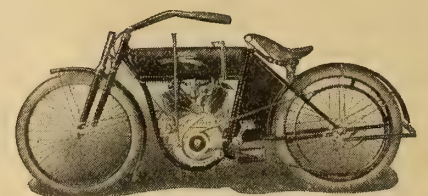
bicycles and motorcycles offer trade-winning and trade-keeping results to the dealer. Can you afford not to be fully informed?



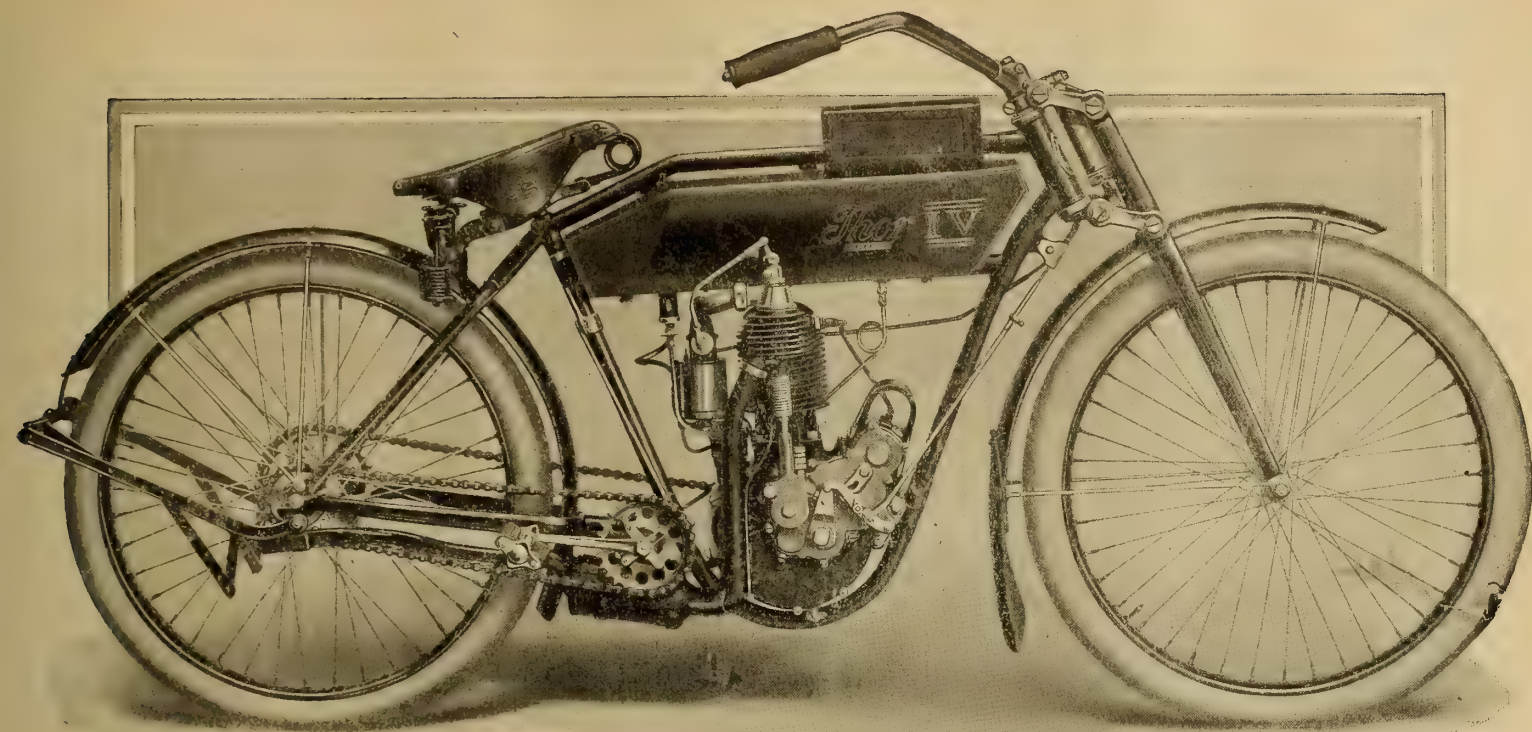
EMBLEM  
MANUFACTURING CO.

Angola, Erie County, N. Y.

DISTRIBUTORS—John T. Bill & Co., Los Angeles, Cal., for California; Ballou & Wright, Portland, Ore., for Oregon; Meredith Bicycle Co., Salt Lake City, Utah, for Utah; F. M. Spinning, Seattle, Wash., for Washington; Henry Keidel & Co., Baltimore, Md., for the South. Distributors of Emblem Bicycles for New England—Bi-Motor Equipment Co., Boston, Mass.







# *Thor* IV Magneto Model

¶ With the *Thor* Patented Magneto Control, the rider is able to control his motorcycle at any pace desired, as slow as three miles per hour. This machine will start at a walking pace. It is undoubtedly the most complete motorcycle offered to the public today.

¶ All the faults of motorcycling are eliminated in this wonderful motorcycle. The oiling is automatic, the carburetor is automatic, in fact, every working part is automatic in action. All the rider does is to put in gas and oil, turn on the rough rider grip and the machine does the rest.

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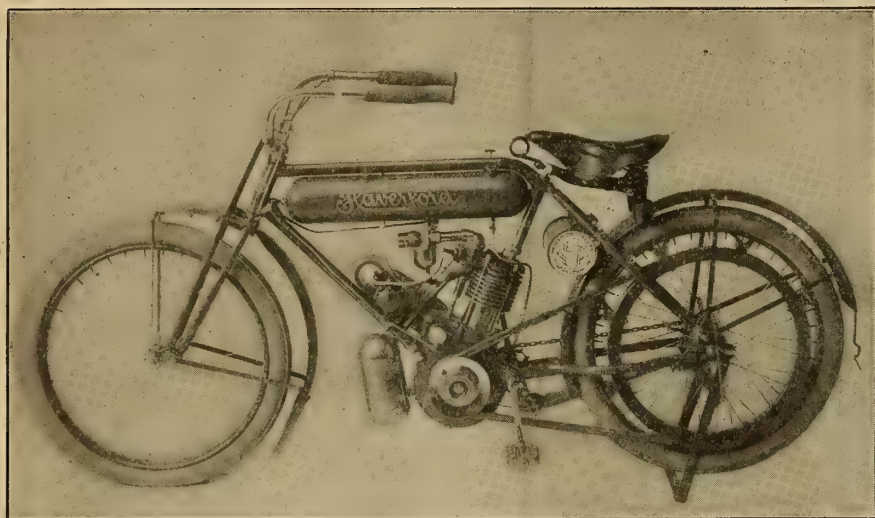
**AURORA AUTOMATIC MACHINERY COMPANY, Thor Bldg., Chicago**

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# The Haverford



## Haverford Cycle Company

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**Includes:**

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**\$150**

with Battery Ignition

¶ You get a guarantee of speed, durability, dependability and comfort.

¶ Do you want to be a live agent or the satisfied owner?

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**1911 Models Now Ready**

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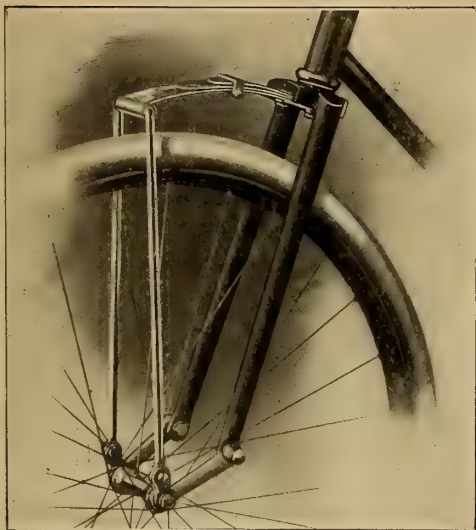
We Give the Jobbers Absolute Protection

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## POPE SPRING FORK A Strong Selling Feature

To Be Had Exclusively On  
**POPE NAMEPLATE BICYCLES**

Do you realize that the Pope Spring Fork furnished for the past 3 years exclusively on Pope Nameplate Bicycles, is the leading device of its kind on the market today?

Do you realize that by being able to demonstrate the actual comfort which riders derive from wheels equipped with the Pope Spring Fork, you can readily increase your sales of high grade machines?

Read what this Spring Fork has enabled one of our dealers to do:

Augusta, Ga., March 1, 1911.

THE POPE MFG. COMPANY,  
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Dear Sirs:—During 1910, I sold 75 Rambler Bicycles equipped with the Pope Spring Fork. I have been very successful with this equipment and my customers are all well pleased with it.

Yours very truly,

W. H. HOLMES.

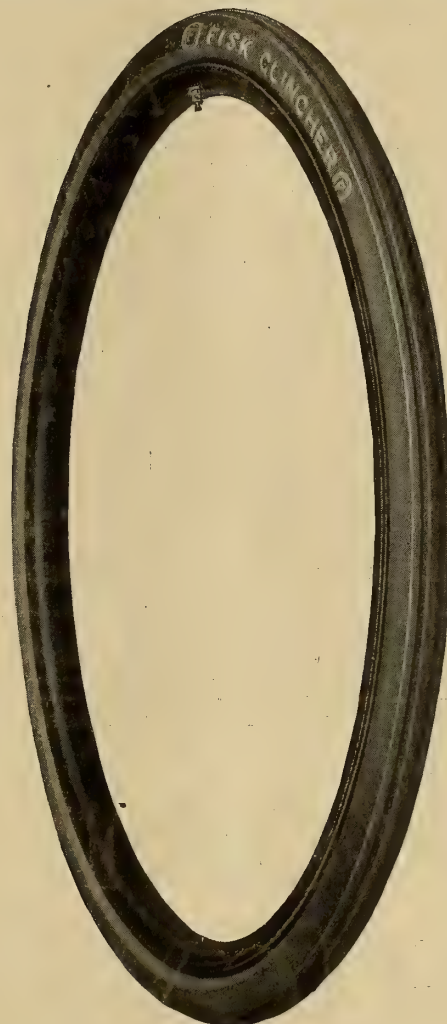
### 1911 Improvement

The Pope Spring Fork for 1911 has been perfected by the addition of a clamp, which allows ample room for spring play, but prevents the leaves of the spring from spreading, when road shocks occur.

**The Pope Manufacturing Company**  
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## CLINCHER BICYCLE TIRE



### The Best All-Around Tire For Any Wheel

IN presenting this new tire to wheelmen we feel that we have made a most popular addition to the Fisk Line.

THE Fisk Clincher Bicycle Tire has already been selected by leading bicycle makers for their high-grade wheels, and comes to you with the best possible recommendation.

WITH each tire is supplied our pure Para Gum Bicycle Tube.

THE new corrugated tread is very effective. Write for booklet.

## THE FISK RUBBER COMPANY

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CHICOPEE FALLS, MASS.

Twenty-three Direct Factory Branches





## How to Satisfy Your Customers and Make Money

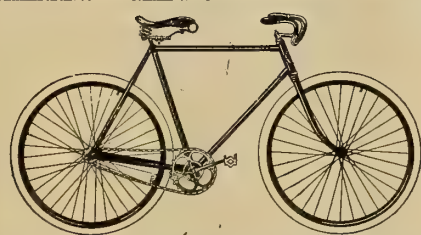


The successful bicycle dealer realizes more fully today than ever before the *absolute necessity* of selling a bicycle having exclusive, distinctive features, tried and proved. (*Satisfied Customers*). A bicycle his competitor cannot duplicate in name or quality (*Sells at a Profit*). Twenty years of successful manufacturing by men of world-wide experience with utmost facilities enable us to produce

### YALE AND SNELL BICYCLES

embodying these necessary qualities at prices in reach of all. Are you making money? If not, why not? There is room for a *successful dealer* in every town. Get in line. Write for catalogue and dealer's proposition today. *Now! Be that Successful Dealer.*

*Consolidated Quality and Service Unequalled.*

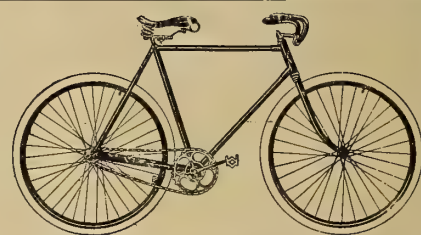


#### The Consolidated Mfg. Co.

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F. C. CORNISH, Eastern Representative,  
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We also make Yale Motorcycles, Hussey Handle Bars  
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# Pennsylvania BICYCLE TIRES

==== For 1911 =====

in various grades embody all of the features necessary for a complete line. Under a new arrangement of qualities we offer to the jobber an assortment of values which cannot be equaled elsewhere.

PENNSYLVANIA RUBBER CO., Jeannette, Pa.



## ENGINE FLEXIBILITY

and the greatest range of speed control through the spark, together with easy starting, are obtained—not by magneto—but by dry cells and

## Pittsfield Coil

You get a range of spark advance and retard that is practically impossible with a magneto, and you do not have to pedal to generate ignition current. Specify Pittsfield for your motorcycle.

### PITTSFIELD SPARK COIL CO.

Dalton, Mass.

SALES REPRESENTATIVES—New England States, W. J. Connell, 36 Columbus Ave., Boston; Atlantic States, Thomas J. Wetzel, 17 West 42d St., New York; Central States, K. Franklin Peterson, H. V. Greenwood, 166 Lake St., Chicago; Michigan, L. D. Bolton, 319 Hammond Building, Detroit; Pacific Coast, The Laugenour Co.

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The Excelsior Supply Co. of Chicago were the largest distributors of Bicycle Supplies in the West and when they decided to close out the Sundry Department they naturally turned to the largest Jobbers in the East. This enormous stock is now on sale and we want every dealer to

### SEND FOR OUR "EXCELSIOR" BARGAIN BOOK

Every Bicycle or Motorcycle dealer who sends us his business card or writes on his letter head will be mailed this book free. We suggest an early purchase as our low prices will move this stock quickly.

## MOTORCYCLE CASES AT HALF PRICE

We cleaned out the stock of the Morgan & Wright factory when they changed the style of lettering on their moulds. They are stamped "Second" in small letters, but the name is on in full and while not guaranteed, every one is practically perfect.

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Priced Each Size	Regular Weight Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Tread
26 x 2 $\frac{1}{4}$	\$4.50	\$5.00	\$5.00
26 x 2 $\frac{1}{2}$	4.75	5.25	....
28 x 2 $\frac{1}{4}$	4.75	5.25	5.25
28 x 2 $\frac{1}{2}$	5.00	5.50	....

### DOUBLE CLINCH—MOULDED TYPE

Priced Each Size	Regular Weight Basket Weave	"Tourist" Heavy Basket Weave	"Bailey" Tread
26 x 2 $\frac{1}{4}$	\$4.75	\$5.25	\$5.25
26 x 2 $\frac{1}{2}$	....	5.50	5.50
28 x 2 $\frac{1}{4}$	5.00	5.50	5.50
28 x 2 $\frac{1}{2}$	5.25	....	....

### Special Prices to Dealers

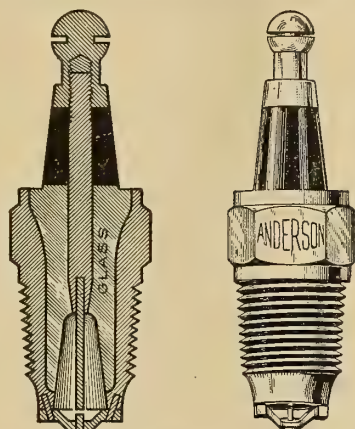
You save half the regular price on these new practically perfect casings and take no risk, as the amount paid will be refunded if upon receipt you don't agree with us that they are the best value you ever saw. Please give first and second choice when ordering.

Let Us Send Our 1911 Motorcycle and Bicycle Supply Catalogue

**NEW YORK SPORTING GOODS CO.**  
15 and 17 Warren St. NEW YORK



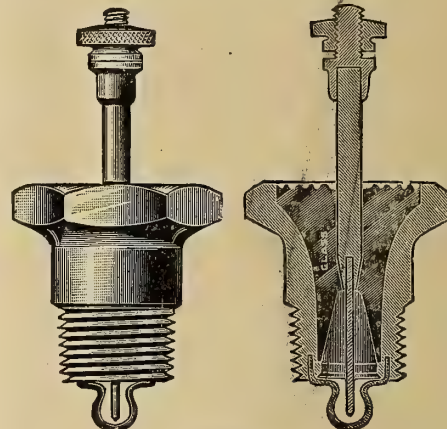
# ANDERSON GLASS-AND-STEEL SPARK PLUGS



Model B  
Licensed Price, \$1.50

"A Window to  
the Engine"

Glass Insulation, the Glass  
Being Welded to the Steel.  
Absolutely the Strongest,  
Most Enduring and Certain  
Plug on the Market, Al-  
though of Glass.



Model A  
Licensed Price, \$1.50

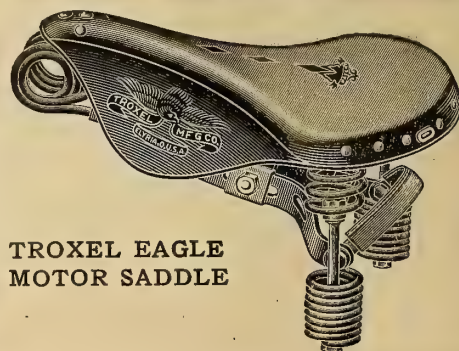
Anderson Glass-and-Steel Spark Plugs now are offered in a new model with small diameter shell and a mica stem, styled the Model B. The basic principle of glass insulation welded to the steel shell and central electrode into one integral mass obtains in both models, and the flash of the explosions is shown through the glass insulation of Model B as in Model A.

**ANDERSON SPARK-PLUG COMPANY, Washington, D. C.**

Factory at No. 206 North Holliday Street, Baltimore, Md.

Use the riding experience of the veterans in choosing your saddle. Your choice will be

# TROXEL



TROXEL EAGLE  
MOTOR SADDLE

This saddle—the TROXEL—is the one chosen by the motorcyclists who win these long, hard endurance contests. Made by the oldest saddle makers in the country. Your motorcycle can have the TROXEL, if you specify "TROXEL" in time.

**TROXEL MANUFACTURING CO., Elyria, Ohio**



# A Tire for Every Road Condition

## Goodyear Construction Assures Maximum Mileage—Minimum Expense

Take no chances on motorcycle tires—for they are the most important detail of your equipment. Be positive **YOUR** tires are Goodyear tires, the **SAFE** tires—as well as the cheapest per mile of service in the world.

The man whose motorcycle serves as recreation, if he would buy tire mileage at the lowest cost per mile, must equip his machine with the Goodyear Corrugated Tread Tire. For the Goodyear—the first price of which is no greater than inferior tires—gives immensely greater mileage than any other make. This is due to its double wearing power that results from having the bulk of the rubber on the tread.

## GOOD YEAR Motorcycle Tires

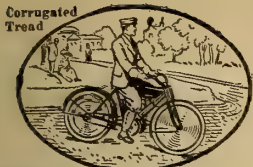
Motorcyclists who go in for endurance runs, who use their machines on muddy roads and in business pursuits, find greatest mileage and simon-pure satisfaction in the Goodyear Studded Tread Tire. It is the best non-skid tire manufactured. The studs, constructed wide apart and being tapered, are **self-cleaning**.

The Goodyear Non-Skid Tire, with its vacuum-forming checkerboard construction, is absolute preventive against skidding. You motorcyclists who ride on wet asphalt or brick streets need the Goodyear Non-Skid Tire, because it is the world's **only** motorcycle tire that is effective on wet asphalt. Which is proved by its constant use on all Chicago police machines—all other tires being barred.

The Blue Streak Racer, with combination tread, is for racing on dirt tracks. The Blue Streak Plain Tread is for racing on board and cement tracks. Blue Streak Tires hold the world's record for speed. At Los Angeles, February 7th, DeRosier made 92 miles in 1 hour, 6 minutes and 35 seconds. Send for our new 1911 booklet.

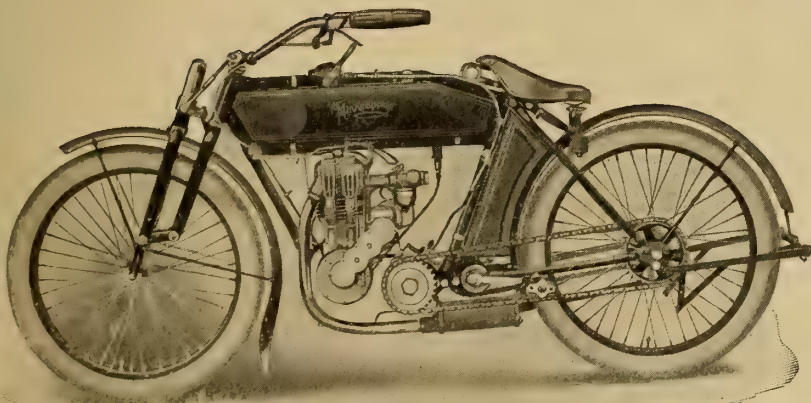
**THE GOODYEAR TIRE & RUBBER CO., Moal Street, Akron, Ohio**

**To Dealers:** We have launched a powerful selling campaign on motorcycle tires, for we are now making what we absolutely know to be the longest wearing, most serviceable motorcycle tires in the world. It is very important to you, and to us, that you meet the demand. A satisfied customer, we believe, is a mighty business producer. Goodyear motorcycle tires will bring you increased tire business. Please write us today for our trade proposition. (214)



There Will Be But One **WINNER** for 1911

## The Minneapolis **BIG FIVE** Model "N" WITH UNIT POWER PLANT



In this advanced model may be had everything that can be desired in a motorcycle and a whole lot more than most riders can appreciate without trying the machine. Great power without vibration—clutch which runs in oil and needs no adjusting, **TWO-SPEED GEAR**, the most desirable of all, and with clutch control on the handlebar, which is necessary for perfect control of the machine. Low saddle position with a perfect spring fork and an exceedingly attractive and beautiful appearing machine, of which every rider will feel justly proud.

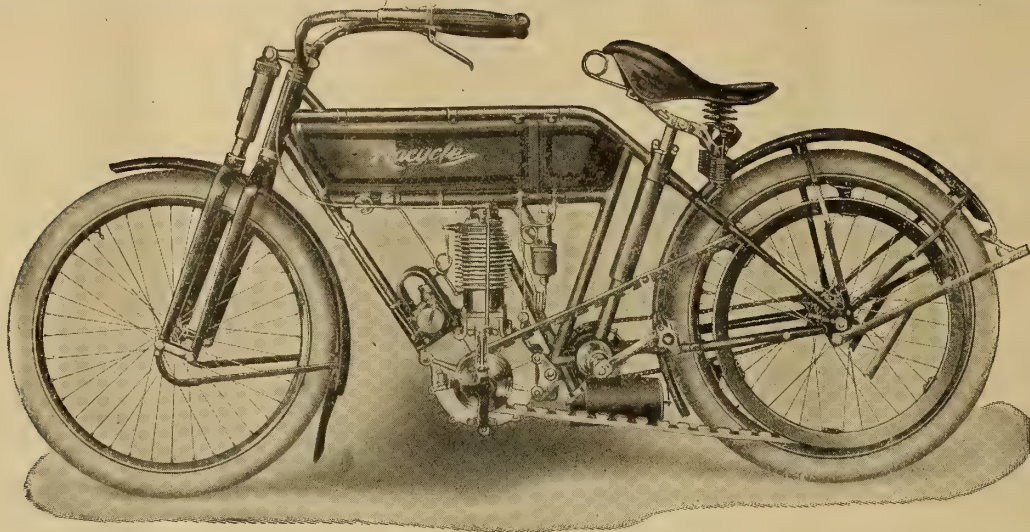
**STRONG FEATURES**—Free Engine Clutch, enclosed in oil-tight case. Two-Speed Gear, enclosed in oil-tight case. Enclosed Drive Gears. Only one Drive Chain, and large Sprockets. Hess-Bright Ball-Bearings throughout. Early deliveries guaranteed.

SEND FOR FULL DESCRIPTION

**MINNEAPOLIS MOTORCYCLE COMPANY, 517 South 7th Street, Minneapolis, Minn.**



# Quality Means Economy---"Racycle" Means Both



"Good-bye" to the antiquated, back-breaking method of starting a motorcycle on the road—

"So long" to the old way of walking and pushing your machine to the top of the hill to get it started—

"Au revoir" to jolting and jarring over rough country roads or cobble-stone pavements

Free  
Engine  
Clutch  
or  
Idler

## For THE *Racycle*

Spring  
Seat  
Post  
and  
Forks

with its Free Engine clutch and spring seat post and forks, has shoved all of the disagreeable features in connection with motorcycling into the discard and the 1911 Model marks the only real advance in motorcycle construction that has been made by anyone for this year. Our Free catalog will tell you all about it if you will only send us your name and address.

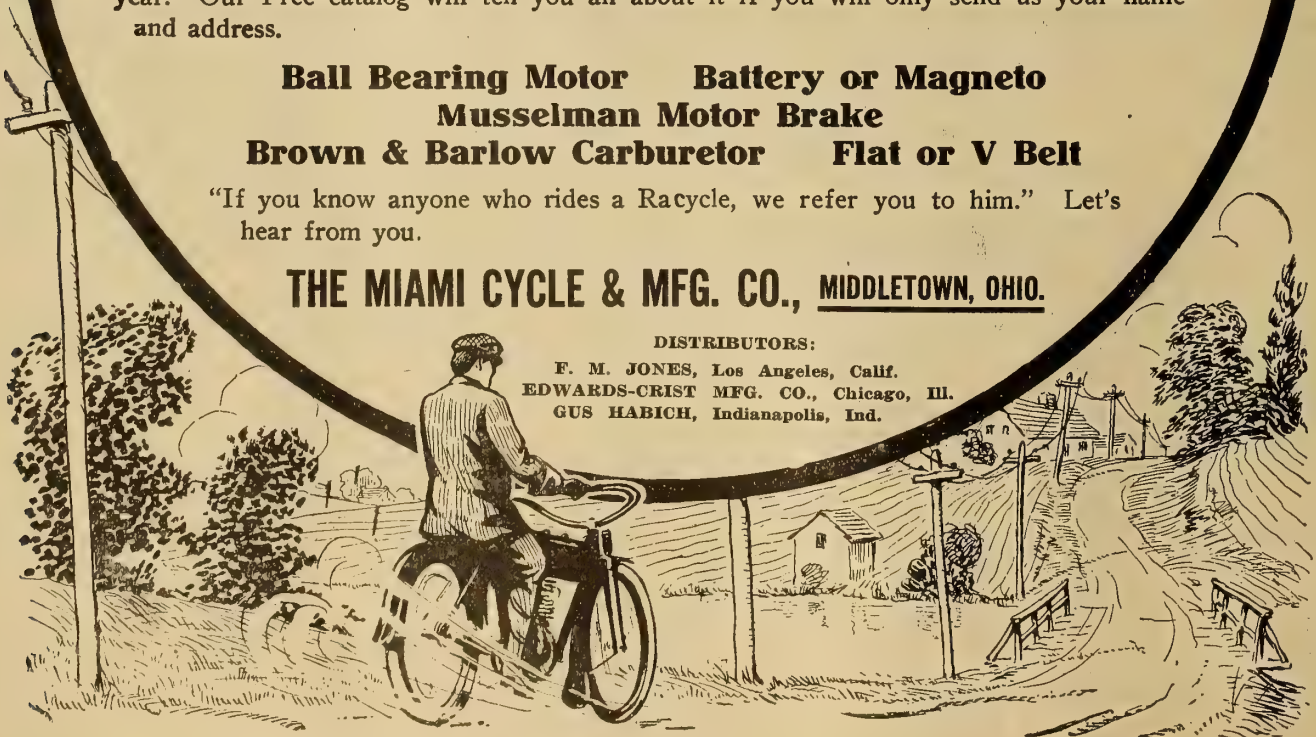
**Ball Bearing Motor    Battery or Magneto  
Musselman Motor Brake  
Brown & Barlow Carburetor    Flat or V Belt**

"If you know anyone who rides a Racycle, we refer you to him." Let's hear from you.

**THE MIAMI CYCLE & MFG. CO., MIDDLETOWN, OHIO.**

### DISTRIBUTORS:

F. M. JONES, Los Angeles, Calif.  
EDWARDS-CRIST MFG. CO., Chicago, Ill.  
GUS HABICH, Indianapolis, Ind.





# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1877

Vol. LXII.

New York, U. S. A., Saturday, March 18, 1911.

No. 26

## PROMOTING FACTORY IN SEATTLE

Spinning Thinks City Should Have Motorcycle and Bicycle Plant of Its Own  
—His Plans.

Believing that the time is ripe for Seattle, Wash., to have a bicycle and motorcycle factory of its own instead of being entirely dependent on the factories of the Middle West and East, Frank M. Spinning, who handles both bicycles and motorcycles and has been in business in Seattle for the past 16 years, is starting a project for an enterprise of this character. At present Spinning has what is called the Spinning bicycle made for him in quantities under contract in the East, but he thinks a Seattle factory could make it just as well, and could produce motorcycles too.

"We now pay tribute to other cities when we should be selling Seattle-made bicycles and motorcycles," says Spinning, in telling of his project. "A few years ago we wanted to build a battleship here and thousands contributed to help raise the necessary bonus. At other times when the city needed something, public spirited men have been found willing to contribute their mite. I have built up a profitable business in Seattle, but I feel that any factory opened here will be for the good of the entire community. I have had the experience and am willing to work as hard and long as any man could to make such a factory successful. I have not the capital to take this step now without endangering my own business, but if the citizens of Seattle want a bicycle plant here and think I am the man to start it for them, all they will need to do is to raise the necessary bonus, and within 60 days we will be manufacturing all the Spin-

ning bicycles needed in the local market. We will start the motorcycle end as soon as proper arrangements can be made and more stories added to the building. The only question now is whether or not I am worth more to the city, in the minds of local business men, engaged in my present business or in building up the new industry I have outlined."

## Minneapolis Enlarging Its Plant.

The Minneapolis Motorcycle Co., Minneapolis, Minn., this week commenced the construction of another addition to its factory, which is to provide 3,000 square feet more for the manufacture of Minneapolis motorcycles. J. M. Michaelson, president of the company, says that the motorcycle season so far this year has been remarkable in point of demand for machines, and that the company is planning a large new factory to meet conditions as they promise to be in 1912.

## DeGruchy Takes Pope Territory.

J. G. DeGruchy, Columbus, O., who has the Central Ohio distribution of the Pierce and N. S. U. motorcycles, has taken on the new Pope lightweight. He will have the same territory as in the case of the other machines in which to exploit it.

## Hagerstown Has a New Cycle Shop.

J. E. Lambert and J. D. Rowland, of Hagerstown, Md., have formed a partnership and will open a motorcycle and bicycle garage and repair shop. They have taken a location at 210 South Potomac street.

## Waterloo Dealers Change Location.

Guy W. Campbell & Co., Waterloo, Ia., agents for the Indian motorcycle, have moved from 607 Commercial street. They have taken new quarters at 304 West Fourth street.

## RE-ORDERS SHOW CYCLE DEMAND

Astonishing Phase of the Trade's Increased Requirements—Record Breaking Bicycle Sales in the South.

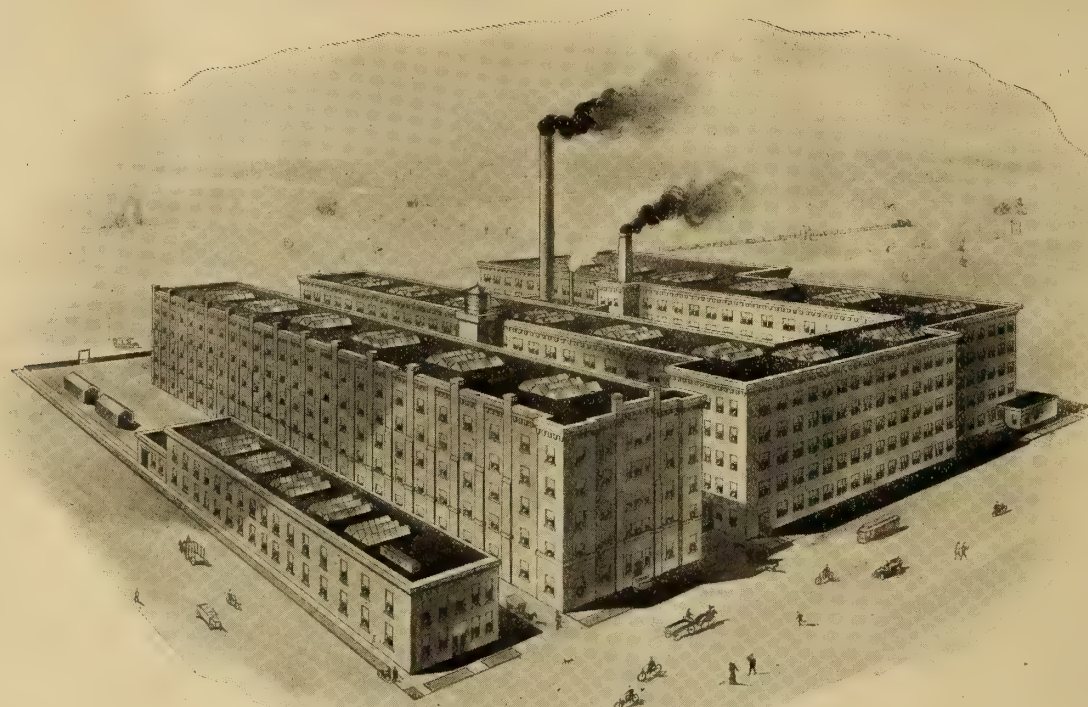
Manufacturers and wholesalers of bicycles have found cause for growing astonishment in a second crop of orders for 1911 deliveries that is about as big as the enormous crop that came in last fall, when orders were supposed to cover the wholesale requirements for the major part of the 1911 season. The re-orders that now are coming make it plain that the dealers had little or no conception of the demand that was to develop.

Never before has the South taken so many bicycles in so short a time, according to the united opinion of several manufacturers and cycle jobbers. Florida and Georgia appear to be crying for all the bicycles they can get, and shipments cannot be made fast enough for them. The re-orders from the Coast also indicate that the dealers there were surprised by the volume in which bicycles are selling, while already some of the Northern dealers are making arrangements that will protect them in getting more machines in the event of their stock running low far in advance of their calculations last fall.

"The thing is almost unheard of," declares the sales manager of one cycle manufactory, "to receive re-orders at this time of the year that are practically as big as the initial orders for the season. It does not mean that the dealers are overly optimistic. It means that they actually are selling bicycles so fast that their stock is running short. Goodness knows what will happen when the Northern trade opens up."



WHERE THOR MOTORCYCLES, THOR COASTER BRAKES AND THOR BICYCLE FITTINGS ARE MADE.



The immense plant of the Aurora Automatic Machinery Co., at Aurora, Ill., has over 200,000 square feet of floor space and employs 1,163 men. It produces 75 motorcycles per day, along with coaster brakes and bicycle fittings for the trade.

#### For Applying Shellac to Bicycle Rims.

From the inception of the cemented-on tire, one of the most revered and indispensable accessories of every well regulated bicycle shop has been the shellac pot and brush. Not only was it used to create a lasting affection between tires and rims, but it also served as a first aid treatment for cuts and bruises. When the repairman gashed his hand with a screw driver or burred his knuckles through a slipping wrench, he did not look for a rag to protect the wound. Instead he swabbed it with a dash of the shellac brush and promptly forgot his hurt. However, not everyone was able to acquire the knack of shellacking a rim neatly so that the solution would not lap over and show traces of botch work when the tire was fitted. Then again the repairman frequently got his fingers on a freshly shellacked spot in handling the rim as he applied the liquid and mussed things up, much to the annoyance of many a fussy rider who liked a neat job. And who has not heard of the dried up shellac pot when it was wanted most? Unless it is kept covered the liquid dries quickly. Undoubtedly these shortcomings of the time-honored can and brush had something to do with the inspiration which set C. McLaughlin, Garrett, Ind., at work to devise something better that would displace it. Claiming for his new product the virtues of time saving, neatness and economy, he has devised a mechanical rim cementer, termed the Perfection. It is a simple device, and takes the form of a re-

volving disk traveling in a puddle box of shellac, as the accompanying illustration shows. The disk is slightly narrower than the rim of a wheel, and by spinning the latter and bringing it in contact with the disk the latter also turns and applies the shellac to the rim. The puddle pan has



four legs cast on its under side, and is provided with a hinged cover to exclude dust and prevent evaporation of the liquid when not in use.

#### Intensive Selling in a Small Field.

Leonard J. Martin, the agent for Wagner motorcycles at North Branch Minneapolis, Minn., a town of 600 inhabitants, has set a pace in selling that is little short of remarkable when population is considered. It is claimed that he already has placed 28 machines at retail this season.

#### Krauss Knocks Down a Motorcycle Plum.

Emphasizing the desirability of motorcycle agents keeping in close touch with corporations which already use motorcycles or are good prospects, Charles Krauss, 2123 North Broad street, Philadelphia, Pa., who handles the Excelsior locally, after three years of missionary work with a local manufacturer, last week reaped his reward in the shape of an order for 75 Excelsior machines, the order being accompanied by a check for \$5,000 deposit money. This firm has been trying out Excelsior motorcycles for the past three years, keeping strict account of mileage and operating costs, and it was greatly surprised to find that maintenance averaged 1-20 of a cent per mile. These figures were the deciding factor that won the contract for Krauss. He has arranged for this shipment to come through in such a manner as not to interfere with individual orders and is ready to make immediate deliveries on the latter. Krauss, who is the pioneer motorcycle dealer in Quakertown, reports that he considers the outlook for the year very bright and that he will break all records in sales—a prophecy that possesses every chance of coming true after the good start he has made.

#### Gets Morgan & Wright for Buffalo.

The Iroquois Rubber Co., of Buffalo, N. Y., has been appointed exclusive agent for Morgan & Wright tires in Buffalo and vicinity. The company's territory includes a number of the smaller towns near the Bison city.



## EXHAUST THROUGH FRAME TUBES

Wagner Motorcycles Have Many Marked Features of Design—A Ten Year Evolution.

To its motorcycle offerings for 1911, the Wagner Motorcycle Co., of St. Paul, Minn., has applied a rather striking phrase or slogan—"Ten years of quality." From 1901, when George Wagner, now the company's

equipment. The 4 horsepower engine is  $3\frac{1}{4}$  inch bore by  $3\frac{1}{2}$  inch stroke, representing a longer stroke in relation to bore than in previous years. The inlet valve is automatic, with large head, minimum weight, light spring and short lift. It is located directly over the exhaust valve, so that the incoming mixture serves to cool the valve chamber. The valves are of large diameter and are made of nickel steel, the exhaust valve being reinforced at the neck, the point of greatest strain. The spark plug is located in the center of the explosion head.

Cylinder and head are cast separately from gray iron, heat treated to prevent warping. The cylinder, which is ground, lapped and polished, is secured to the crank case by four vertical studs surmounted by nuts. Plenty of deep and very thin cooling flanges are provided, those around the cylinder proper being horizontal, while those at the head and valve chamber are vertical. The general design of the  $3\frac{1}{2}$  horsepower motor is the same, the chief difference being in the engine dimensions, which are  $3\frac{1}{4}$  inch bore by  $3\frac{1}{4}$  stroke.

Bulky exhaust piping to the muffler has been eliminated in all models by having the exhaust port of the engine lead directly into the engine loop of

the frame, it being claimed that by making use of the frame loop tubing to carry off the exhaust to the muffler at the rear, a gain of over 40 cubic inches of muffling space is effected. The exhaust elbow is fitted with a cut-out valve, which may be set at any degree of opening desired. Lubrication in the crank case is by splash, the oil being fed to the case by a force pump, the handle of which is at the top of the tank. There are no valves to open and the pump fills automatically. The force pump is regular equipment on all models, but automatic sight drip feed is furnished as an option without extra charge.

The 4 horsepower engine is supplied in models styled the "4"- "11" battery, "4"- "11" magneto and the "4"- "11" de luxe, all of

which are fitted with either "V" or flat belt, and in "V" belts a choice is offered between rubber and Watawata leather. The flat belt is a new feature for the Wagner, introduced this year for the first time. The "4"- "11" battery model lists at \$210, and, like all the Wagner machines, is finished in French gray or Wagner red. The "4"- "11" magneto model, as its name implies, has magneto ignition instead of battery, in other features being the same. The Herz magneto and Anderson glass plug are used, the model listing at \$235. The "4"- "11" de luxe model has battery ignition, but is distinguished by special equipment, such as a Brown & Barlow imported carbureter instead of the standard Schebler; Nobby tread Morgan & Wright tires instead of the Morgan & Wright standard corrugated tread; and a special spring seat attachment and shock absorber, which affords a very low saddle position and yet leaves the frame construction unbroken. With these luxuries, the de luxe model lists at \$225, or an advance of \$15 over the standard battery model. All three of the "4"- "11" models have  $55\frac{1}{2}$  inch wheel base.

The tourist type, of  $3\frac{1}{2}$  horsepower, is divided into battery model and magneto model, the former listing at \$190 and the latter at \$215, with Herz magneto and Anderson plug. On the battery model the Heitger carbureter is fitted, and on the magneto model the Schebler. The wheel base is 54 inches. Eclipse coaster brake and Troxel-Eagle or Mesinger Cavalry saddles are regular equipment for the whole line, except for the de luxe, which takes Troxel-Eagle alone. The K. & R. two-speed and free engine device is furnished for \$50 additional.

### Mayo Prepares for a Big Business.

James Mayo, 222 Penn street, Reading, Pa., has purchased the building in which his store is located, and where he has been doing business for the past three years. He recently has enlarged his stock considerably and installed new fixtures, on the strength of present prospects for a big increase in trade. This year Mayo will handle the Merkel motorcycle exclusively, and says that his sales of this machine for this year are nearly 50 per cent. ahead of the same period last year. He also stocks an extensive line of bicycles, including the Iver Johnson, Pierce and Columbia, for which he has the sole agency for the county.

### Oakland Veteran in New Quarters.

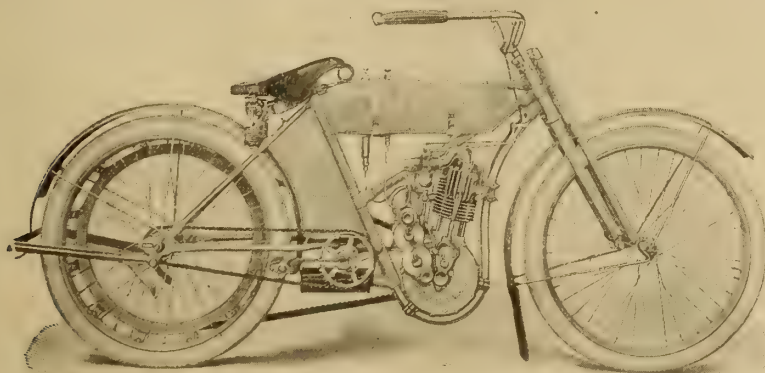
George Faulkner, one of the oldest bicycle and motorcycle dealers in Oakland, Cal., has moved from the location at the corner of 12th and Webster streets, where he has been for 19 years, to 12th and Alice streets, in the quarters formerly occupied by the Pacific Motor Supply Co. Faulkner has the northern California distribution of the Merkel and Harley-Davidson brands of motorcycles.



SPRING SEAT ON WAGNER "DE LUXE"

president, built 65 machines, the production of Wagner motorcycles has grown from year to year to an extent requiring four successive moves to larger factory quarters, the most recent move being to the company's present four story factory at 321-323 Cedar street. This year's product takes two general forms, the leader being the "4"- "11" type, in which designation the "4" indicates horsepower and the "11" is an abbreviation of "1911"; and the other being the "tourist" type, of  $3\frac{1}{2}$  horsepower.

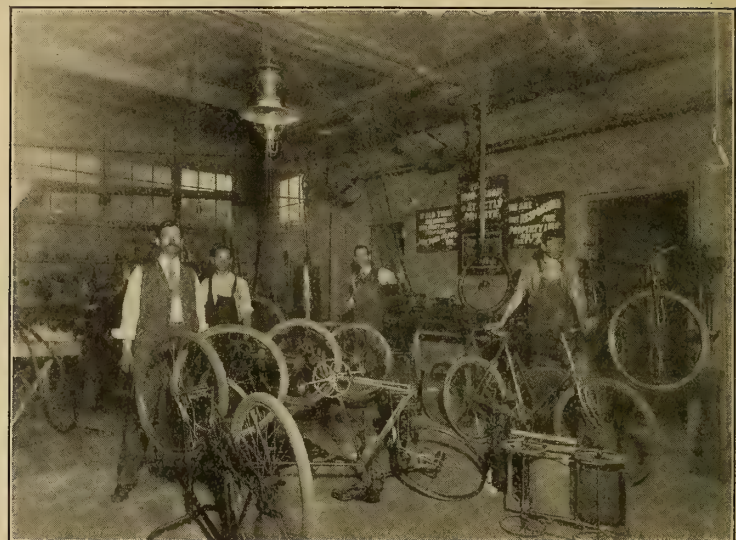
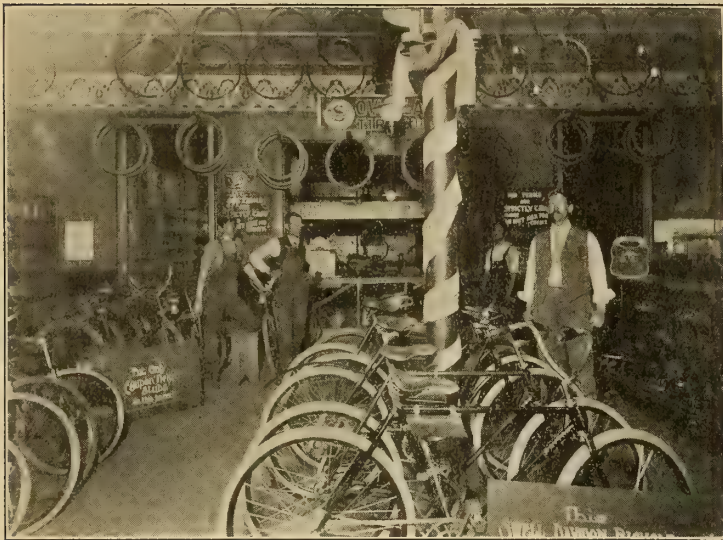
Although the main features, including the "diamond loop" frame and single cylinder engine, are alike in the 4 horsepower models, these are subject to variation in respect to "V" or flat belt drive, battery or magneto ignition, and in details of the



WAGNER 4 HORSEPOWER MAGNETO MODEL



AN ENTERPRISING AND PROGRESSIVE CYCLE ESTABLISHMENT IN MOBILE, ALABAMA.



Silsby's Bicycle Co., at 461 Dauphin street, Mobile, Ala., is one of the best maintained and prosperous stores in that City. The left hand picture shows the salesroom, while the repair shop, which is for both bicycles and motorcycles, is shown at the right. Frank S. Silsby is the proprietor.

#### Death of Joseph M. Birmingham.

Joseph M. Birmingham, at one time the manager of the Pope Mfg. Co.'s plant at Hartford, Conn., died of pneumonia at his home in Tarrytown, N. Y., on Saturday morning, 11th inst., after an illness of four days. Most of Birmingham's life was spent in Hartford, and he entered the employ of the Weed Sewing Machine Co., which afterwards was succeeded by the Pope Mfg. Co., at an early age, when the formed company commenced the manufacture of Pope bicycles. Through his industry and ability he rose rapidly through various positions, ultimately becoming factory manager after having filled a chain of subordinate offices of importance in the company. He continued with the Pope company until 1902, when he became a member of the local board of water commissioners and ultimately its president, occupying that office until 1907, when he resigned on account of ill health and left Hartford. He had been connected with the Maxwell-Briscoe Motor Co. since. His funeral was held on the 13th, in Hartford.

#### Barrows with a Buffalo Concern.

Bert S. Barrows, formerly manager of George N. Holden's Indian agency in Springfield, Mass., now is with the Neal, Clark & Neal Co., Buffalo, N. Y., who have the local Indian representation. Barrows will have charge of the repair department, which is being greatly enlarged and where something like \$3,000 in new machinery is being added with the aim of making it one of the most complete and best equipped shops in the country.

#### Griffith to Leave Reading Standard.

A. E. Griffith, who has been with the Reading Standard Co., Reading, Pa. as a traveling salesman for the past six years, will sever his connection with the com-

pany on March 31, when he will be open for propositions where his extensive acquaintanceship and wide experience in the selling of bicycles and motorcycles will be of value. His headquarters are at 366 West 12th street, New York City.

#### Edwards Manager for Swenson.

John Edwards, of New Brunswick, N. J., has gone with B. A. Swenson, the Providence (R. I.) Indian agent, to act as manager of the latter's store, leaving Swenson free to devote himself to expanding his business and handling the details of the Niagara tour. Edwards is a former Providence motorcyclist, so that he will not be a stranger to his surroundings.

#### Removing and Preventing Rim Rust.

In the spring overhauling which thousands of owners now are giving to their motorcycles, the rims should not be overlooked. If the channel is rusted, as very likely will prove to be the case, it should be well scoured with sandpaper or emery cloth until all traces of rust are removed. Then a coat of melted beeswax, shellac or stove polish should be applied. This treatment not only will prevent the rims rusting, but also will make the fitting of tires easier. Water finding its way in around the bead or at the valve hole is the usual cause of rim rust. The rust itself is bad for tires, and its presence indicates that moisture will reach and rot the fabric.

#### A PICTURE FROM HOT OLD HOUSTON.



As received from Texas the photograph is labeled: "Just a few of the live ones who headquarter at the wigwam of Austin W. Burges. Watch us grow!"



## CREATING MORE CHICAGO SPACE

**Show Management at Work on Plan for 20,000 Square Feet Increase—Broad Balcony Proposed.**

Because of the great demand for space at the Chicago automobile show in the past and the indications that next February will see a greater demand than ever before, the management is taking steps which will probably result in the addition of 20,000 square feet, as will be indicated when the new diagrams are issued next September. It is probable, also, that the First Regiment armory will be used for both weeks of next year's show. Motorcycle exhibitors could thus be given more space than before.

Some time ago the management endeavored to obtain from the Coliseum company and its architect the right to swing a gallery from the girders. This permission was refused on the ground that the weight to be placed on the platform would be so great as to entail considerable danger. The entire floor of the Coliseum is supported on concrete. The management is, therefore, figuring on the erection of a balcony 29 feet in depth, running around the Coliseum and supported from below. If erected it will be on a level with the bottom of the present gallery and ten feet below the platform heretofore used for accessories. This will afford, above the main floor, two rows of spaces for accessories, each row about 11 feet deep, with a seven foot aisle between them. In that event the upper gallery, heretofore used for accessories, will be occupied by automobiles. An architect is at present at work on the matter. If he is successful in preparing a design which will not seriously affect the main floor the management is hopeful that it will be able to get along without using the basement.

### Reveals Motor Racycle's Points.

Almost three feet high and two feet across, a striking window card, showing the 1911 Racycle motorcycle, is being issued to Racycle agents by the Miami Cycle & Mfg. Co., of Middletown, O. Almost every important part and improvement in the machine is indicated by means of special red arrows and labels, so that a study of the picture reveals the merits and "talking points" of the Racycle construction.

### Record Book for Tire Service.

Containing a sufficiency of ruled pages to record in diary form the tire troubles of the most rabid mileage statistician in the course of a season, together with valuable information concerning the care of tires, prices and illustrations of Empire tubes and sundries, there is being sent out by the Empire Tire Co., Trenton, N. J., to all who are sufficiently interested to write for it,

a well arranged booklet for keeping tabs on tire mileage, punctures, blowouts and other incidents in the life of a tire. A faithful record in its pages of all tire troubles and mileage for a season undoubtedly will result in the disclosure of some very illuminating data on tires, particularly if different makes of tire are used.

### Baxter Makes Pawtucket a Buyer.

Sale of a 7 horsepower twin motorcycle to the police department of Pawtucket, R. I., has been made by H. G. Baxter, of Providence, R. I., who handles the Excelsior and the M. M. The machine, which is an M. M., will be used for taming speeders.

### Denver Stages Motorcycle Exhibits.

Motorcycles were a feature of the motor show which opened on the 14th inst. at the Auditorium, Denver, Col., closing on the 18th. The dealers represented include Fry & McGill, Indian motorcycles; Walter W. Whiting, Harley-Davidson; Mead Au-

toycle Co., Excelsior; New Era Motorcycle Co., New Era; G. A. Gordon, Emblem.

### New Grand Central Palace's Opening.

The New Grand Central Palace, New York City, which has been suggested as the place to hold motorcycle and automobile shows in case the Madison Square Garden is sold and torn down, will open in May, its first use of its immense exhibition hall being for an architecture and building show. The structure is on Lexington avenue, between 46th and 47th streets, and is 13 stories high. A. D. Storey is the manager.

### Adds to Hempstead Repair Facilities.

Stevens and Salzi, of Hempstead, N. Y., who operate a machine and repair shop, have enlarged their business to include the repair of bicycles and motorcycles. They have built an addition on Greenwich street for this purpose.

## PIERCE EXHIBIT AT BUENOS AIRES EXPOSITION.



Pierce motorcycles and bicycles, made by the Pierce Cycle Co., of Buffalo, N. Y., were displayed at the recent commercial exhibition at Buenos Aires, South America, commemorating the centenary of the Argentine Republic. Many foreign makes of motorcycle and bicycle were shown. The Pierce motorcycle won the grand prize and the Pierce bicycle the silver medal. J. P. Billiet, the local Pierce agent, was the exhibitor.

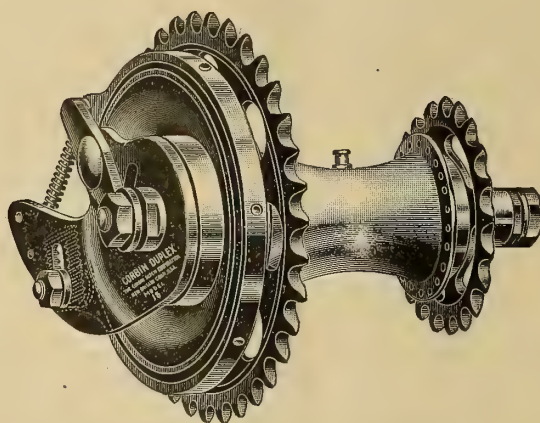




# CORBIN

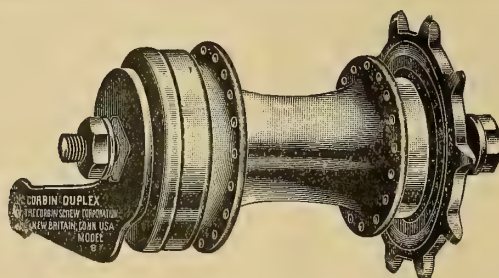
## Corbin V-Band Motorcycle Brake

*Built on a scale commensurate  
with the duties of a high speed  
motorcycle brake.*



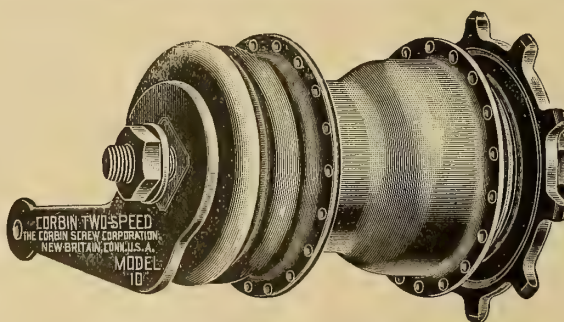
## Corbin Duplex Bicycle Coaster Brake

*In every part and function a truly  
perfect coaster brake.*



## Corbin Two-Speed Coaster Brake

*Giving the cyclist high or low gear  
at will, together with coasting free  
wheel and efficient brake.*



**Corbin Screw Corporation**  
NEW BRITAIN, - - - - - CONNECTICUT

Licensed Coaster Brake Manufacturers



# THE BICYCLING WORLD and MOTORCYCLE REVIEW

Founded 1872

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To Facilitate Matters Our Patrons Should  
Address us at P. O. Box 649.

NEW YORK, MARCH 18, 1911.

## Dealers' Creditable "Sprucing Up."

When a business begins to pay well it inspires a new enthusiasm and ambition in those engaged in it, and the taste of a real return to prosperity that was allowed the more enterprising bicycle dealers in 1910 has had a marked effect. Dealers in all parts of the country are "sprucing up" their stores in a fashion that is amazing compared with a few years back. New and handsome displays of bicycles are being prepared. In some cases dingy old window casings and small window panes are being ripped out by the carpenters to make room for fine display spaces with plate glass fronts. Other dealers are going still further and are moving to new and larger quarters and to better business neighborhoods, where they will get high grade trade. Obviously this signifies a most creditable and healthy spirit of enterprise. Also, it indicates that the past season's business has been such as to encourage dealers in confidence for the coming season. Then, too, many dealers are learning the truth that

people like to buy bicycles from a courteous and intelligent salesman in a bicycle showroom, and not in a junk shop from some well meaning but uncouth tinker.

## National Championships for "Pro's."

Unless the F. A. M. takes some action regarding the national track championships it is probable that they will be walkovers for the less than half dozen star trade riders that now remain after the recent wholesale transfer of the top notch trade riders on the Pacific Coast to the professional class, although the competition rules do not specifically designate them as such. Nevertheless the only championship medals that have been distributed bear the word "amateur," and the only championships contemplated by the F. A. M. in the past have been for amateurs. The trade riders who would have a possible chance to win those of 1911 number less than half a dozen. It is apparent that unless some change is made in the conditions governing the championships the fields will be small and the events very likely will be walkovers. Inasmuch as the majority of the best riders in the country now are professionals, it seems that they are entitled to some consideration, and that it might be well to make the championships professional events.

It is understood that it would be desirable to have the consent of the national assembly of the F. A. M. to make the change, but under present conditions this could not be given until the annual meet, which would make an eleventh hour uncertainty as to what the status of the championships would be, and undoubtedly would check entries from riders at a distance, who would not care to take a chance on running up an expense bill in carfare to the meet and then find that they could not ride.

Inasmuch as section 1 of article 24 of the competition rules gives the competition committee power to make any ruling already unprovided for by the said rules, and provides that said amendment shall become effective upon publication in two of the trade journals, it would seem within the province of the committee to make the national track championships professional events at any time if circumstances warranted. It is understood that several of the professional riders are heartily in favor of such a change, and it is not believed that the trade riders would interpose any serious objection. The F. A. M. finances are sufficiently strong to provide medals for

another set of championships for amateurs if need be, provided the rules were amended to permit both professional and amateur championships.

It is conceded that bona-fide private owners have not a ghost of a show to win any of the national amateur championships, and it is very unlikely that the present season will develop any new stars in the trade rider class that will rank with the present half dozen men of championship caliber. Therefore the trade rider class is in the minority and it is unfair that the blue ribbon events of the year should be run under such conditions that the best riders in the country cannot compete.

If the championships are run this year as amateur events and the professionals are not taken care of with similar events, the championships will be very much of an empty honor, for the holders will know that they did not win against the best riders. Heretofore the championships have been fought for by the top notch riders in the country, and the holders really were deserving of the titles. Now that the best riders have graduated to another class, the championship events might well be modified to meet the new conditions.

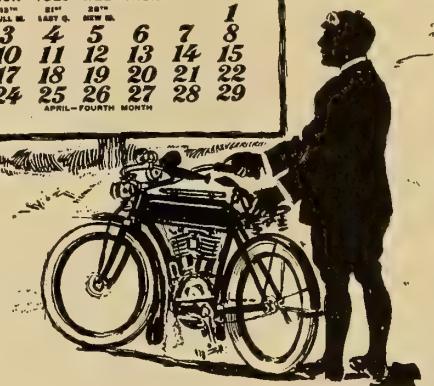
Of the same family as the trouble contest, the club question box has proved useful in stirring up discussions that help enliven club meetings. Any member who has a question relating to some obscure trouble with his machine is privileged to write out the symptoms as accurately as he can, and, through the medium of the question box, ask the other members of the club to tell him what is wrong. The others then try to reason out the difficulty and tell how they arrive at their conclusions. In this way considerable valuable motorcycle knowledge is brought out, especially from the older riders.

From many departments of the motorcycle industry comes the complaint of difficulty in getting men of skill, ability and experience. Mere offering of substantial salaries does not create such men ready-made, and consequently those who have most thoughtfully considered the situation are taking the best material they can find and training young men for themselves. The rapid growth which the industry is certain to enjoy during the next few years makes such training a rather fortunate chance for those who are to receive it.



# Coming Events

1911 MARCH 1911							1911 APRIL 1911						
SUN	MON	TUES	WED	THUR	FRI	SAT	SUN	MON	TUES	WED	THUR	FRI	SAT
1 FIRST	2 LAST	3 LAST	4 LAST	5 LAST	6 LAST	7 LAST	1 FIRST	2 FIRST	3 FIRST	4 FIRST	5 FIRST	6 FIRST	7 FIRST
8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	1 MAY	2 MAY	3 MAY	4 MAY	5 MAY



April 2, Mineola, L. I.—Motorcycle Touring Club of New York, Inc., 25 mile handicap road race on Long Island Motor Parkway; open to stock machines only.

April 2, New York City—Motorcycle Touring Club of New York (Affiliated), first club run, to Peekskill and return.

April 5, New York City—Concourse Motorcycle Club's annual dinner at Hotel Girard.

April 8, New York City—Century Road Club of America's annual dinner.

April 16, New York City—Century Road Club Association's ten mile handicap road race, Floral Park, L. I.; open. Rain date, April 23.

April 18, Buffalo N. Y.—Motorcycle Manufacturers' Association meeting at Hotel Statler, 10 a. m.

April 19, Boston, Mass.—Boston Motorcycle Club's fourth annual Patriots' Day run to Worcester; open.

April 19, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Providence, Boston and return; 136 miles.

April 23, New York City—Motorcycle Touring Club of New York's first cup trio-trial, Newburg and return, 150 miles; open.

April 30, New York City—Eastern Division C. R. C. A. spring century; open.

May 7, New York City—Empire City Wheelmen 15 mile handicap bicycle road race, open, starting from Floral Park, L. I.

May 7, Chicago, Ill.—Second annual reliability run of the Chicago Motorcycle Club to Waukegan, Libertyville, Elgin, Aurora and return.

May 7, New York City—New York Motorcycle Club's annual double and single spring century run; double century, Southampton, L. I., and return; single century, Patchogue, L. I., and return; both classes open.

May 14, New York City—Century Road Club of America, New York State Division, spring bicycle century run.

May 28, New York City—Century Road Club Association's 30 miles handicap road race, Floral Park, L. I.; open. Rain date, June 4.

May 28-29-30, Cleveland, O.—Three day endurance run of Cleveland Motorcycle Club.

May 29-30, Newark, N. J.—Twenty-four hour endurance run of the New Jersey Motorcycle Club to Atlantic City and return.

May 30, Newport News, Va.—Peninsula Motorcycle Club's endurance run to Richmond and return.

May 30, Long Branch, N. J.—Long Branch Cycle Club's second annual road race meet; open.

May 30, Asbury Park, N. J.—Twenty-five mile road race of the Monmouth Cycle Club.

May 30, Grand Rapids, Mich.—Bicycle and motorcycle races at Michigan State Field Day, under auspices of the Western Michigan Cycle Club.

May 30, Plainfield, N. J.—Third annual 25 mile handicap cycle race of the Plainfield Cycling Club.

June 4, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Greenfield, Springfield and return; 175 miles.

June 18, Floral Park, L. I.—Century Road Club of America, New York State Division, 50 mile handicap bicycle road race; open.

July 3-9, Rockford, Ill.—Racing carnival of the Illinois-Iowa Motorcycle Association.

July 4, Asbury Park, N. J.—Opening motorcycle meet at the Asbury Park track.

July 4, Grand Rapids, Mich.—Annual open bicycle road race of the western Michigan Cycle Club.

July 16, New York City—Motorcycle Touring Club of New York's second cup trio-trial, Newburg and return, 150 miles; open.

August 1-2-3-4, Atlantic City, N. J.—Summer meeting of the Cycle Parts and Accessories Association and the National Association of Cycle Jobbers.

August 6, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Rockport and return; 200 miles.

August 20, Grand Rapids, Mich.—Annual open, six hour, two man bicycle team race of the Western Michigan Cycle Club.

September 10, New York City—Century Road Club Association's 100 miles record run; open. Rain date, September 17.

September 17, New York City—Motorcycle Touring Club of New York's third cup trio-trial, Newburg and return, 150 miles; open.

October 1, Worcester, Mass.—Worcester Motorcycle Club's endurance run to Springfield, Boston and return; 200 miles.

## Correspondence

### Wants "Endless Chain" for Good Roads.

Editor of Bicycling World and Motorcycle Review:

Would it not be a good idea for the F. A. M. to start an endless chain contribution for good roads, and assist the counties throughout the states in the upbuilding of good roads? I believe there is hardly a man throughout the United States but who would be willing to give something to this cause. No matter if it were no more than five cents it would round up in thousands of dollars in the long run. There are a great many ways to do this work if somebody will put his shoulder to the wheel and push the good work along. I would like to hear from somebody through your paper on this work.

WM. H. JEFFERY,

Secretary Peninsular Motorcycle Club,  
Newport News, Va.

### National Meet Needs Good Track.

Manufacturers who have been supporters of the track events at the F. A. M. annual meets in the past are by no means indifferent as to where the meet will be held this year. It is a well known fact that whatever else the cities that heretofore have had the meet have provided in the way of attractions and entertainment, not one of them has furnished a good track for the running of the races which accompany and are one of the most important features of the annual convention.

In fact, for the past few years it has seemed that the tracks upon which the championships were contested have been successively worse each year, and the Point Breeze track at Philadelphia, where last year's meet was held, capped the climax. It was the worst and most dangerous track that has ever been used for races at the annual meet, and even hardened veterans, accustomed to speed and recklessness, shuddered at the terrific chances the riders took. A good track will help gain the meet for any city in competition for it.

"Kindly renew my subscription, as Monday morning would hardly be worth looking forward to now, were there no new copy of the Motorcycle Review coming."—Wm. P. Boyd, Cambridge, Mass.



## "A CYCLE OF CATHAY"



—Copyright, 1911, by Life Publishing Company.

### National Title Race for San Francisco.

On the recommendation of Chairman Thornley, the competition committee has granted the request of the San Francisco (Cal.) Motorcycle Club for one of the national championships, and has awarded to it the two mile event, with the stipulation that it be run before May 1. The granting of the championship to the San Francisco club is in the nature of a mark of appreciation on the part of the committee for the recent action of the club in turning the spotlight on a coterie of professional riders who were "getting by" as trade riders, but who, as the result of the club's efforts, now are tagged with the professional label. The championship carries three medals, gold, silver and bronze, for first, second and third prizes, respectively, and these now are ready. The awarding of this championship disposes of three of the five championship races the rules provide for, leaving two others still to be doled out.

### Too Much Horsepower for Goerke.

Whatever affection Walter Goerke, the Brooklyn, N. Y., racing man may have had for horses heretofore was alienated on Sunday, 5th inst., when a fire horse which was being exercised shied at a horn blast as Goerke attempted to pass the truck, and kicked him off his machine, inflicting injuries that kept Goerke at home for a week, and came near putting him out of racing for the season. Together with two other riders Goerke was riding along Jamaica avenue at what he maintains was a legitimate speed. As the trio approached the truck they sounded their horns, having their mufflers closed, and the driver pulled

over to the right to let them pass. Goerke was leading, and just as he came abreast of the left horse the latter let fly with his hind legs, one hoof striking Goerke in the right thigh. He and his machine were spun around by the blow and then he toppled over, striking on his head and raising a big lump over his left eye. Goerke's companions, who were close behind, managed to escape injury only by the narrowest margin. The truck stopped immediately and Goerke, who was conscious, was taken to a drug store, and after receiving medical attention was taken to his home at 1155 Bushwick avenue. No bones were broken, but the ligaments of his thigh were strained by the blow, and he still is very lame. His right wrist was sprained by the fall, and he also is wearing a patch over his eye, but is able to get about slowly.

### McCulloh Again Resigns Refereeship.

A. H. McCulloh, Los Angeles, Cal., who has been acting as state referee for the F. A. M., has resigned again, this time for good, it is understood. Chairman Thornley is of the opinion that McCulloh's resignation was prompted by the continual heckling and protests against him by the riders and promoters because he tried to enforce the rules and give everyone a square deal. The chairman states further that there will be no more racing at Los Angeles or Playa del Rey until he is able to find a man to act as referee who will handle the riders and promoters without gloves when they kick over the traces. In many respects the office of referee is as difficult as that of a baseball umpire, particularly when such intense factional feeling as exists on the Coast is encountered.

### Jacksonville Beach Races in Doubt.

There will be no motorcycle events at the Atlantic-Pablo Beach automobile carnival at Jacksonville, Fla., the latter part of this month, according to E. A. Moross, who will manage the meet. It is known that at least one factory intended to send riders and machines down South in case there were any motorcycle races, with the intention of going after the short distance straightaway records, and it still is possible that if the original plans are adhered to, arrangements can be made with the management of the carnival to give the motorcyclists official time trials, so that any records that may be established will pass muster.

### Army Motorcycle for Mexico Frontier.

American military authorities are not as behindhand in recognizing the value of the motorcycle as might be supposed, since one of the first preparations for the military demonstration on the Mexican frontier in Texas was the forwarding of an order from Washington for the immediate shipment of a 7 horsepower twin Indian to Ft. Sam Houston, for use by the regular troops in dispatch and scouting work. Almost needless to say, the machine went out from the Hendee factory by the first express after receipt of the order from the Government.

### Hedstrom Has a Birthday.

Although comparatively few know it, and the person most concerned came near forgetting it, Sunday, 12th inst., was the birthday of Oscar Hedstrom, designer of the Indian motorcycle. He was born in Smoland, Sweden, in 1871.





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**MORGAN & WRIGHT Brand**

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of the total motorcycle tire business of the country.

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The DEALER increases his business the moment he stocks them;  
The RIDER knows complete satisfaction in their use; for

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### Los Angeles Suspensions Lifted.

Chairman Thornley has approved the action of Referee McCulloh, of Los Angeles, Cal., in suspending several riders who went "on strike" and refused to keep their agreements at the Coliseum on the 26th ult., which action resulted in the "killing" of the meet. However, M. J. Graves's suspension is removed on condition that he refund to the Coliseum management the expense money advanced him before the meet. Graves produced satisfactory evidence to show that the management first abrogated its contract with him, which in a measure minimized his offense, although he is not absolved from blame altogether. Al Ward, who also was on the shelf for failing to ride at the Washington's Birthday meet, had his suspension lifted on the strength of his claim that his manager had arranged for his appearance elsewhere on that date without his knowledge when he signed up with the Coliseum. Nevertheless, he was given to understand that hereafter he will be expected either to "toe the line" or take the consequences. F. E. Whittler, who got three months enforced vacation for refusing to ride on the 26th ult., still remains under the ban, for it was shown that he deliberately broke his contract. George Renel, the Frenchman who also "got in bad," was given some wholesome advice, together with the information that hereafter ignorance of the rules will not be accepted as an excuse.

### Smith Modifies DeRosier Attack.

C. L. Smith, of Los Angeles, Cal., who in an open letter some weeks ago stated that DeRosier's Indian was measured twice following the trial on February 7th, and whose statement was contradicted by Chairman Thornley, has "taken water" and retracted. In a letter to the chairman of the competition committee under date of 11th inst., he states that he is convinced that DeRosier's machine was not measured twice. He asserts, however, that there were other irregularities in connection with the measurement, and these charges now are under investigation. Smith also has filed a long overdue affidavit, at the request of the chairman, to the effect that the instruments which he lent to Referee Symonds to measure DeRosier's Indian on January 11th were to the best of his knowledge correct, and that they agreed with a set of new instruments that DeRosier purchased. The affidavit also states that the instruments which Smith furnished did not belong to him and that they were examined by all parties present and found to be adjusted correctly.

### Buffington Appoints Committeemen.

Chairman Buffington, of the F. A. M. committee on transportation and facilities, has appointed the following to prosecute the work in their respective sections: Sidney Higgins, 154 Central avenue, E. Providence, R. I.; J. A. Campbell, Second and

Dale streets, Dayton O.; T. J. Sixsmith, 203 W. 100th street, New York City; E. L. Moore, 313 Arcade Annex building, Seattle, Wash.; R. H. Colburn, 42 Walton street, Atlanta, Ga.; W. D. Price, 429 Bend street, Los Angeles, Cal. This is the first time during Buffington's incumbency of the chairmanship of this committee that the committee vacancies have been filled, owing to the difficulty in getting men of the right sort to serve, and consequently Buffington has been carrying on the work of the committee single handed up to the present time.

### Promise Scenic Route from Asheville.

What promises to be one of the finest motorcycle drives in the world is a 24-foot macadamized roadway being built from Asheville, N. C., to Alta Pass, Ga. It will run 100 miles along the crest of the Blue Ridge by gentle grades, and yet will be a mountain road through its whole course. Asheville people say that nothing in the Alps, not even the road through the Simplon Pass connecting Switzerland and Italy will be superior to the view they will be able to show over this exquisite territory. The roadway is being constructed under the supervision of Dr. Joseph Hyde Pratt, geologist, and will run from an altitude of 2,500 to 3,000 feet all the way.

### Where Pedals Save the Pennies.

The tendency on the part of English motorcyclists, particularly riders of high powered machines, to substitute foot boards for pedals has received a partial setback in at least one locality since the authorities have made a ruling as to what constitutes a "foot-driven" vehicle. It appears that a toll of a penny is charged for a bicycle, tricycle or motorcycle, if capable of being foot driven, for crossing Old Shoreham Bridge, Worthing, while three times that amount is charged vehicles not capable of being foot driven. One rider writes:

"Comment on the absurdity of the difference in tolls is unnecessary but it is at least one reason why I should stick to my pedals. I am frequently using this bridge, and my pedals go a long way toward paying my bill."

### Small Heading for Fancy Titles.

In view of the popular fad in motor car circles some years ago of christening high powered racers and roadsters by such terrifying names as "White Ghost," "Red Devil," "Gray Wolf," "Pirate" and other similar sulphur scented appellations, it is a bit surprising that the habit has not been emulated by motorcyclists who love the lime-light. The practice of naming motorcycles has attained widespread popularity in England, but so far as known no "Bullets," "Rockets," "Cannon Balls" or other fanciful titles have been tacked onto any American motorcycles.

### Issuing U. S. Topographic Maps.

Very different from the average geographical map, inasmuch as they show towns, houses, bridges, the shapes and areas of hills and valleys, and other details, are the new topographic maps that are being made by the United States Geological Survey, and individual sheets of which are being sold to the public at five cents apiece. Among the most recent to be issued by the Survey is what is known as the Greenwood Lake quadrangle, taking in portions of Pompton, West Milford and Vernon counties in New Jersey and a corner of Warwick county in New York State, and embracing Greenwood Lake. The Survey is making a complete topographic map of the whole United States, of which each of these quadrangle sheets is a part. Already nearly 1,900 of the sheets have been completed, covering over a third of the country. The unit of survey is a quadrangle representing either one-quarter, one-half or one "square degree," figured on the basis of degrees of latitude and longitude. Relief is shown by contour lines in brown, showing not only the shapes of the plains, hills and mountains, but also the elevations. Copies of the sheet applying to any particular district may be obtained by writing the United States Geographical Survey, Washington, D. C., and remitting five cents a sheet or \$3 per hundred.

### Elmirans Preparing for Spring.

For the purpose of making plans for a spring race meet, the members of the Elmira Motorcycle Club, of Elmira, N. Y., met at the store of P. B. Rutan, on Pennsylvania avenue, on the 2d inst. The meet will probably take place at the Maple Avenue Park. A committee on arrangements was appointed, which includes the following: George Carrier, chairman; Burton Forsythe, Fred Ellet, Phay Rutan, Charles Teasdale, Arthur Holly, Leon Peters, Louis Longwell and Victor Campbell.

### Surveyors Travel on Motorcycles.

Among the first to adopt the bicycle for the use of its highway surveyors to enable them to cover a larger territory, the Berkshire (Eng.) County Council again has shown its progressiveness and recognition of the merits of the two-wheeler by mounting its surveyors on motorcycles. This move has doubled the efficiency of the surveyors by enabling them to cover 50 miles a day, as against half that distance heretofore.

### Odd See-Saw of Gasoline Prices.

The variation in the price and quality of gasoline attracted the attention of one tourist who recently passed through several states. In Ohio and Pennsylvania it ranged from 14 to 16 cents and 75 test; in New York it went to 20 cents and down to 68 test; while in Massachusetts it got around 22 cents and 66 test.



## TO TRY NOVEL HANDICAP SYSTEM

New York Club Has Ingenious Automatic Scheme for Motor Parkway Race—  
How It Operates.

Quite a novel handicapping system is to be given a tryout at the Motorcycle Touring Club of New York, Inc., a 25 mile handicap road race on the Long Island Motor Parkway on Sunday, April 2. It is proposed to let each intending contestant name his best time for a mile, and he is at liberty to state any time he pleases. If he gives an exaggerated time either fast or slow, it will work to his disadvantage in the race, for a penalization system will be devised, based on the actual time made in the event and the claimed best time for a mile.

For instance, if a contender states beforehand that his machine is capable of a mile in 1:05 or 1 minute and in the race itself he averages a mile in 55 seconds or better, he will be penalized a certain percentage or a certain amount of time for every second better than the basic time

which he filed before the race. On the other hand, should the actual time of a rider be more than that given as his best for a mile he also will be penalized but to a lesser extent. The details of the plan are not yet worked out, but it is the aim of the system to make every contestant ride his best all the way, for in no other manner can he beat the system, for either on "pulling" or making a runaway on a false trial time, the penalties will pile up and probably cost him the race.

It is figured that this system of handicapping will bunch the field at the finish and make a hurricane wind-up. In case this method of handicapping is used, watches and speedometers connected to the wheels will not be allowed on any machine in the race, for with either instrument to calculate by, a rider could beat the handicapping and run away with the race. Deprived of the aid of time or speed instruments it is asserted that it is practically impossible for a contestant to play fast and loose without heavy penalty. The race is scheduled to start at 10 o'clock in the morning and will be run over a no-repeat course, i. e., there will be no doubling back. Practically all of the course will be over the finished portion of the Motor Parkway.

## NATIONAL MEET DECISION SOON

F. A. M. Directors Will Receive No Applications After First of April—Cities Competing for Big Event.

No more applications for the 1911 F. A. M. national meet will be received after April 1, according to an announcement by the board of directors, who will have the awarding of the meet. Shortly after the closing of entries this body will take up for consideration the claims of the various cities that are candidates for the honor, the most prominent contenders being Indianapolis, Buffalo and Detroit, in the order given. An early decision is promised in order that the lucky city may have ample time to make ready for the event.

Buffalo and Indianapolis are now actively engaged in competing for the meet, having filed formal applications with Fred I. Willis, of Indianapolis, president of the F. A. M. Detroit will be a contender, and will probably have filed application before another week has passed.

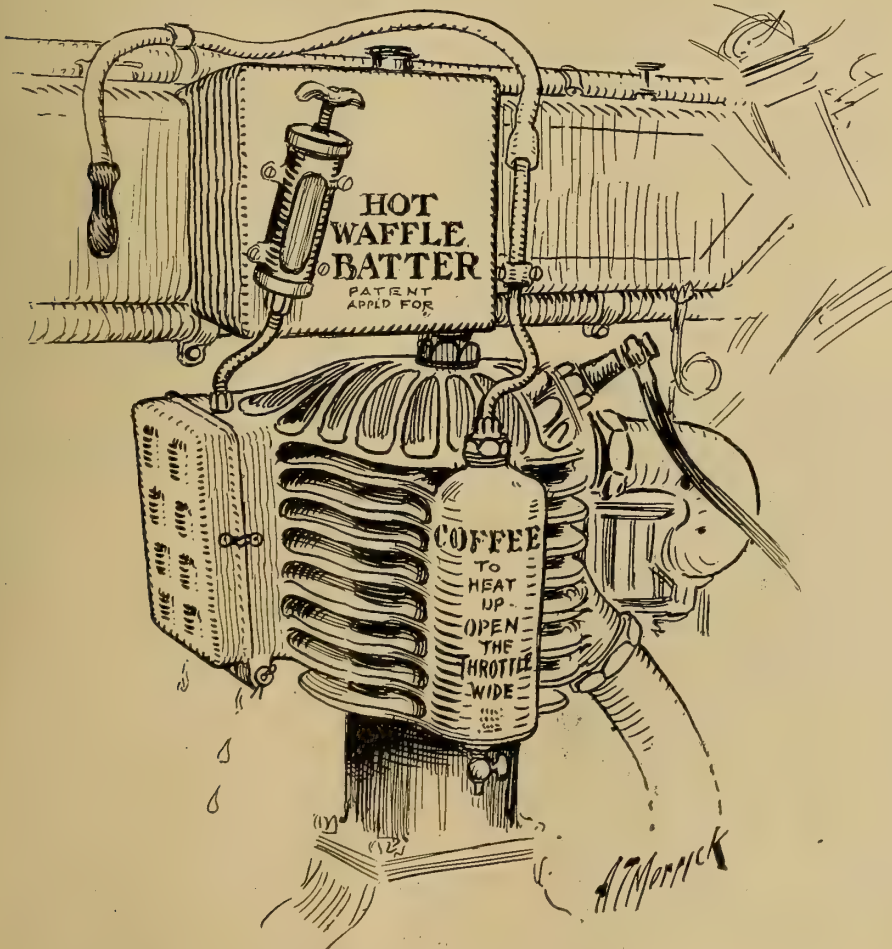
Denver has been watching the coming meet with a covetous eye and will probably be an applicant before the F. A. M. directors settle the question by vote. Springfield, Mass., and Newark, N. J., are also among those mentioned as possibilities.

Whether other cities enter into competition or not, it is even now assured that the country's motorcyclists are to have a banner meet and be royally entertained in a live city. Buffalo, Indianapolis and Detroit are adequately equipped to entertain the visitors and make the meet the "best ever." So if it goes to one of them, the success of the meet is assured at the outset.

If Buffalo wins, the meet will be held during the week of July 2. Buffalo wants to make the Fourth of July celebration a part of the meet and do the thing up brown. The Buffalo Motorcycle Club is working hard to land it and has outlined a project for an endurance run starting simultaneously from Chicago and New York—Buffalo being almost exactly midway. Many other plans have been made by the Buffalo enthusiasts—plans that have an alluring and tempting sound in the ears of the motorcyclist. The nearness of Niagara Falls is an item of considerable importance.

Indianapolis is situated advantageously from a geographical standpoint and the city is running over with motorcycle enthusiasts. In addition there is the great Motor Speedway, the biggest and best track in the country. This is an asset that will be used by the Indianapolis Club in urging the claim of the Hoosier capital.

Detroit has good roads, a good track, fine scenery and a tip-top brand of hospitality. Its boosters say they have everything necessary to make everyone have a fine time—and then some.



A Culinary Possibility.



## TELLS OF PACIFIC COAST RACING

**Samuelson Gives His Experiences at Los Angeles and Oakland—Prince Promoting a Track Circuit.**

After four months' absence in Los Angeles, where he participated in several race meets with fair success, T. M. Samuelson, of Salt Lake City, Utah, one of the best professional motorcycle riders in the West, returned to his home city a few days ago. Because of the perpetual wrangling that has attended racing in Los Angeles this winter, Samuelson's views of the situation as an on-the-spot observer, and as he related them to a Salt Lake newspaper, are of timely interest.

"I left Salt Lake about November 3 and rode in several race meets under Ernie Pye's management at the Coliseum at Los Angeles," said Samuelson. "After Pye closed his track, Jack Prince sent for several of the other riders and myself to come and ride at his new track at Oakland. He expected to open it last month, but it rained so much that we all became disgusted and returned to Los Angeles. Graves, Ward, McNeil, Whittler and I then agreed to ride three race meets at the Coliseum at Los Angeles on percentage. Graves and Whittler did not show up and the very first meet was a failure and we abandoned our scheme.

"Prince has a half mile board track at Oakland, and it is a dandy. He is going to run motorcycle races there every Sunday if the weather ever gets settled so that he can open up. He hopes to sign up all of the big professionals, and later on to build a track at San Jose. His scheme is to have two tracks and conduct them as a cir-

cuit. The San Jose track will be a quarter mile circular affair.

"The old Coliseum at Los Angeles is a 'dead one' and will very likely be torn down. It has everything against it and, worst of all, it is a bad track to ride. DeRosier, in fact, has refused to ride on it, claiming that it is unsafe. My brother 'Bill' is now a motorcycle cop in Los Angeles, and he says that he never can be pried loose from the job to do any more racing either on bicycles or motorcycles. His future speed work will be in the line of duty. I am uncertain as yet whether I will remain here for the season or return to the Coast. I am still riding an Indian and now have a machine that will stay with any of them."

## Revive Springfield Saucer Racing.

Indicating its belief in the old maxim, "If at first you don't succeed, try, try again," the Springfield (Mass.) Motorcycle Club again is in the field with a proposition to hold a race meet on the Springfield Stadium, on Decoration Day, May 30, provided enough entries can be obtained. The tentative program as outlined calls for three events for private owners and three for professionals. An hour professional race with prizes of \$100 for first, \$50 for second and \$25 for third will be the top liner on the bill if the meet is held. If ten professional entries can be obtained, the meet practically is assured. Efforts will be made to secure permission from the F. A. M. competition committee to arrange a program without trade rider events. There is nothing in the competition rules specifically prohibiting the elimination of trade rider events from a race meet program if the promoters so desire. Nevertheless the club thinks it best to get a ruling on the subject from the competition committee in order to be safe.

## PRAISE FOR NIAGARA TOUR PLAN

**Letters of Approval and Offers of Aid Reach Swenson—New York "Tourists" to Lend Assistance.**

That the proposed Providence-Niagara Falls motorcycle tour, which B. A. Swenson, of the former city, is arranging and the details of which were given in the *Bicycling World and Motorcycle Review*, has struck a popular chord among riders and the trade is evidenced by the many favorable letters that Swenson is receiving daily commending the tour. Offers of assistance are coming in from several quarters, and there is no doubt but that the tour will not lack boosting all along the route and contiguous territory.

A few extracts from letters received by Swenson show how the tour proposition is regarded in various sections. F. C. Dow, Skowhegan, Me., a local dealer, says: "I have been reading about your Niagara tour in the *Bicycling World and Motorcycle Review*, and it looks good to me; should like to join you, as I always take some kind of a tour every season, and this is the first one I have ever known to be run what I call 'right.' This tour as framed up will interest the masses and will do more for the sport than all the endurance contests combined."

Charles H. Kelsey, Little Falls, N. Y., who also is a dealer and is on the route that the tour will take, offers his services in any capacity in which they can be used. He is heartily in favor of the tour, and gives assurance that when the tourists reach that city they will be well taken care of in the matter of supplies and parts. Two garages, he indicates, should be able to meet all needs, including storage if the city is a night stop. Kelsey has a well stocked store where prices do not compete with aeroplanes. He says that the roads in the vicinity are mostly good macadam.

Recognizing that New York City and vicinity undoubtedly will furnish a considerable number of prospective tourists, the Motorcycle Touring Club of New York (affiliated) has offered to act as metropolitan representative of the tour and to boost it in every way possible. It is willing to make its quarters the rendezvous for all riders in the vicinity who desire to take in the tour, it being the only club in the metropolis having rooms of its own. It also is willing to conduct parties of local riders from New York to Providence for the start of the tour, one party going by road and another by boat, so that riders from New York and vicinity who wish to take in the tour will have pleasant company, either by boat or road, and will be with persons who are familiar with the roads to Providence and the city itself. The club's offer has been accepted.



LEAVING BRICK WALLS FAR BEHIND



## Motorcycling Misadventures on the Road

Quite outside the usual list of motorcycle mishaps are the accidents of which some motorcyclists may boast, and while a proportion of these odd happenings are of a nature where no blame could attach to the rider himself for carelessness or stupidity in the matter of looking over or operating his machine, the majority have a value in indicating trouble possibilities that otherwise might not stand revealed. In telling of some of his experiences, which time has mellowed so that they are now amusing to himself as well as instructive to others, one rider of several seasons experience is able to point a conclusion or two of interest to those who seek a riding career as peaceful and smooth as the movements of the planets through their orbits.

"Personally I prefer accidents of the kind that no amount of foresight could have prevented," he declares, "because it is small consolation for a luckless wight to realize that the difficulty he finds himself in is only a result of his boneheaded way of leaving things undone. Among others, I had a positively unique tire experience, and if anyone can duplicate it he deserves a rubber medal. I was going somewhere in a hurry, my way taking me over a street which had been paved with decrepit bricks some centuries before the dawn of the Christian era. Presently my ears were saluted with a resounding bang! pf-f-f-fff!! followed by a merry tattoo caused by the impinging of my rear rim upon the inequalities of the aforementioned pavement.

"I dismounted without comment, and found the back tire flatter than the proverbial boarding house pancake. I also found a big hole—one big enough to put a finger through—in that tire. Then did I lift up my voice and wail, for the tire was new. I hastily repaired the orifice and hustled along. Within a mile the tire was flat again. I removed the tube, found and fixed a small leak, and piked along, for was I not in a hurry? That charge of air carried us a half mile, whereupon another leak made its presence felt.

"I hesitate to say how many times that afternoon I went through the discouraging formality of hunting for a hole, glueing on a patch, and then plying the measly little hand pump until my erstwhile serene countenance took on a delicate tinge of purple. Finally I found the trouble. From the inside of the tube, mind you, I extracted a sharp chunk of iron four inches long and weighing several ounces. It had evidently been firmly wedged in a crack between two of those aged bricks, and when my tire rolled over it, as there was absolutely no

give to the obstruction, it went right in and made itself at home. The bit of metal had a number of rough, jagged edges, and you can imagine what it did to that tube, pounding around inside while the machine was traveling 40 miles per with some to spare.

"When I told a friend of the experience he smiled knowingly and appreciatively, and declined to believe me. He affirmed that the thing was impossible, but when I showed him the iron, the corresponding hole in the shoe, and the identical inner tube, he looked staggered and said fervently, 'Well, can you beat that!' I assured him that I hoped not; once was enough.

"We ran the tube through some water and found that it was simply porous—utterly ruined. We counted over 20 tiny holes before we'd gone half around, and then gave it up for a bad job.

"My next streak of hard luck was of a different order, and might easily have been more serious. I was returning from a trout expedition—I use my machine for all sorts of hunting and fishing trips—and coming to a good bit of macadam road 'opened her up' a little. She was doing a good 35 miles an hour by my speed indicator, when I struck a fiendish bump in the road. Something seemed to lock the front wheel, and then I went spinning through the air, the poor old motor coming to earth with a terrible crash. I was knocked out for an instant, and on coming to found myself 30 feet in front of the machine and fully 50 feet beyond where we first parted.

"Painfully did I arise and go back to view the damage, which was not so bad as it might have been. The front mud-guard was doubled back on itself so that the wheel was firmly locked, the gas tank was binged loose, and both controls were hors-de-combat—at any rate something very similar to that. I took off the mudguard, transferring it to the suit case conveyor, and after a half hour's hard work induced the motor to mope. I was pretty badly bruised myself, having parted from sundry portions of cuticle which I could ill afford to spare, though fortunately I had suffered no serious injuries.

"For some time I puzzled as to what could have caused the wreck; how in the world did that guard manage to buckle on itself, and thus jam the wheel? Then I discovered it. The front tire rejoiced in a spot of exceeding weakness, and to prevent a possible blow-out I had laced one of those heavy patches of double thickness leather studded with rivets over the tender place. When I hit the bump so viciously,

owing to the action of the spring forks the guard came closer than usual to the tire, and its end in some mysterious way was picked up by that patch, which stuck up fully a quarter inch above the tire. There you are! I now have a choice collection of those outer patches for sale at cut rates.

"My worst experience of all was due entirely to my own violation of the first and most important rule of the road—Keep to the right. I knew that rule as well as I know my name, and followed it—generally. Now I observe it always. Before learning my lesson I had formed the careless habit of 'cutting across' on a curve instead of keeping to the outside. Several times had the thought occurred to me, 'What if an automobile should be coming around the bend at the same instant?' That possibility, however, didn't prevent my continuing to cut corners.

"One day it happened; I rounded a sharp bend at good speed to find myself face to face with a four wheeler. I turned quickly over to the right, where I should have been in the first place; while the driver of the car instinctively turned to the left to avoid the collision, which thus became almost inevitable. I just cleared the front of the automobile, landing in the ditch opposite with a bang. The car, a product of the vintage of '76—or earlier—to judge by its looks, went on at slow speed, but didn't stop until I yelled to the driver. I went back and talked convincingly to him for a while, but he had me and I knew it, for had I been on the right side of the road the accident could never have happened. My only point—and I worked that for all it was worth—was that he could at least have paused long enough to see if I were seriously injured, for my machine had struck the ditch in a way that meant business.

"The wreck was complete, as a glance assured me on my return from bidding the departing motor car an affectionate good-bye. Everything about her seemed either bent or broken, from the top bar, which had taken on the graceful shape of a dog's hind leg, to the forks, which were sprung so far out of true that the wheel absolutely refused to revolve; and I was all of 45 miles from home!

"Luckily for me a heavy wagon came along as I stood gloomily surveying the layout, and the teamster kindly volunteered to cart what was left of the motor to the nearest express office. I addressed a label to the motorcycle doctor at home, and then took the first train going my way. Expert attention soon made the machine as good as ever, save for a noticeable lack of enamel



here and there, but the lesson had been driven in as with a sledge hammer—I no longer feel the slightest temptation to cut across a curve. It doesn't pay to take too many chances.

"One thing that every rider should learn to do is to time a magneto; that is, of course, if his machine is provided with that type of ignition. The magneto is justly famed for its general dependability, but the little juice producers will occasionally get out of time through slacking of the nut which holds the magneto sprocket. This may happen with any make of machine, and the rider is then in a terrible fix if he cannot do the timing himself or there is no one near who can do it for him.

"One of my hard luck experiences was of this nature, and I spent a long time in useless tinkering without even discovering what was the matter. Finally I left the machine and went for the doctor, who soon had her ker-banging as sturdily as ever. I can do the trick myself now, though I must admit that the knowledge is not called into play at very frequent intervals.

"While I was vainly tinkering away on this occasion, a sample of roadside courtesy (?) came to my notice which I am glad to say is not met frequently. One of the know-it-all variety of riders appeared and paused to ask what was the trouble.

"That's what I'm trying to find out," was my reply. I'd only had the machine for a few weeks and was one of the greenest of the green.

"Never mind; I'll fix you up," was his confident assertion.

"He pedaled over the engine, but never got a kick.

"You plug's fouled," he informed me. "That's all that's the matter."

"Now I had already taken out the plug, but not to disappoint the chappie, I let him remove it again. He continued fussing here and there for several minutes, at last to give up in disgust, saying, 'Your blanked motor's no good. The —— (my machine) never was worth a durn and never will be. You ought to get an —— (his own make).' Whereupon he put-putted off down the road without another word.

"Most hard luck stories that I hear and read about have to do with such trivial things—or at least they seem trivial after it is over; at the time they may seem genuine tragedies—as running out of gas, getting stuck on a muddy road, picking up a horseshoe nail from the highway, and the like. The really serious accidents don't happen very often, for which praise be to the prophet! But after all, hard luck streaks have their own good excuse for being. By their presence they tend to create a philosophical way of regarding the ups and downs of the sport; and by their absence they cause to flourish a spirit of true appreciation for a state of affairs which one fondly hopes may continue indefinitely into the future."

## AIDS TO ORGANIZING NEW CLUBS

Advice and Practical Assistance to be Obtained from F. A. M. Membership Committee Chairman.

Perhaps the chief hindrance to the organization of motorcycle clubs is in many cases the unfamiliarity of the club boosters or organizers with parliamentary law and how to call a meeting of those interested and launch the club properly. Organizing a club is not nearly so difficult, from a parliamentary standpoint, as might appear. In order to guide over the hard places in parliamentary procedure any enthusiast who undertakes to form a club, Chairman Estabrook, of the F. A. M. membership committee, has prepared for distribution a circular containing suggestions and skeleton rules to work with.

His first pertinent suggestion is: "The active organizer should first get in touch with all riders in his city or town, not overlooking those in the outlying districts or near-by villages; and his list should include all dealers or repairers or others connected with the trade as well as any prospective riders or interested individuals who have sufficient interest in motorcycling affairs to connect themselves with the club."

Secondly: "Interest a few friends and workers and seek personal interviews with all prospective members and follow this up with an invitation to meet at a certain time and place to form an F. A. M. club."

In the meantime there can be obtained from the chairman of the membership committee upon application, a sample club constitution and by-laws suitable for a local club to model after, together with an F. A. M. affiliation blank and instructions on how to affiliate. Other data on club organization and the F. A. M. also will be sent at the same time.

For the modus operandi of the first meeting, the chairman says: "After an informal discussion a temporary chairman can be selected who will appoint a temporary secretary to keep minutes of the meeting, etc.

"The proposed constitution and by-laws can be read and discussed at this meeting and a committee appointed to formulate rules, etc., to harmonize with the sentiment of the proposed club. The date and place of the second meeting can be fixed at which time the report of the committee on constitution and by-laws can be discussed and accepted. Nomination for the several officers can now be made from the floor and voted upon at once, or the election may take place at a subsequent meeting, which would be more in keeping with the customary practice and besides this would give more time to the missionary work and bring in the delinquent riders.

"The regular officers assume their duties as soon as elected and proceed to appoint the permanent committees. From this time on the club is governed by its adopted constitution and by-laws."

### Would Dim Trolley Headlights.

Connecticut motorcyclists are hoping that a bill introduced in the legislature by Senator Hammond, requiring motormen on trolley cars to turn off the arc headlights when a vehicle is coming towards the car, will become a law. The bill carries a penalty of \$50 for failure to comply with its provisions. Vigorous opposition to the bill is being made by the Connecticut company which controls all trolley lines in the state. It claims that a rule already is in force requiring motormen to turn off the arc light in certain towns and when meeting traffic, and that it is opposed to any further restrictions being promulgated concerning the operation of the lights. Those who have had occasion to do night motoring in the open country on roads paralleled by trolley lines know that it has not been the custom to turn off the lights when meeting traffic, and that it is utterly impossible to see ahead when one faces the blinding arc light. In fact, the safest thing to do under the circumstances is to bring the machine to a dead stop and wait until the light passes out of the direct line of vision. Not a few accidents have occurred that are claimed to have been caused by the arc lights blinding motorists and causing them to drive off the road into telegraph poles or over embankments.

### An Example of Compromise.

"Compromise is a good thing," said Senator Murray Crane, of Massachusetts, at a luncheon in Dalton, his home town, recently. "Take the case of a young Dalton builder, for instance. He got married about a year ago, and after the marriage he and his wife had an interminable dispute as to whether they should buy two motorcycles or a ten horsepower runabout suitable to their needs. He said the other day: 'My wife and I wrangled for months and months, but, thank goodness, we compromised at last.'

"What have you compromised on?" I asked.

"A baby carriage," he answered, with a proud, glad smile."

### Side-Saddle for Tourist's Wife.

With his wife on a side saddle attached to his motorcycle, W. T. Sessions was scheduled to leave San Antonio, Tex., on the 28th ult., on a trip from San Antonio to Houston and return. The distance between the cities by road is about 300 miles.

The Baltimore Park Board, Baltimore, Md., has bought two motorcycles. They are Harley-Davidsons, purchased from the local dealer.



## SARAH WAS SUCH A GOOD TEACHER

Pupil Learned Fast and Went Fast When  
Once He Got the Hang of Operating  
a Motorcycle.

For the first time in many months a practical exemplification of that ancient adage, "There's a sucker born every minute," in its application to letting a "prospective purchaser" try a motorcycle around the square alone and his failing to return, was staged in Brooklyn, N. Y., Sunday, 12th inst., with John Sarah, of 486 Marcy avenue, that city, cast in the victim's role. The other member of the sketch is as yet unknown, and very likely will continue incognito.

In the meantime Sarah is mourning the loss of his new machine, from which he was separated so easily that he admits that he should have known better than to take such chances. Not only did the unhappy motorcyclist let the thief get away with his machine, but he even helped him to do so, to the extent of assisting the "prospect" to mount and giving him a push. This is the way it happened:

One day before Sunday, while Sarah was out enjoying a spin on his motorcycle, a stranger appeared who professed a great longing to own such a machine. Sarah scenting a chance to dispose of the motorcycle at a good price, offered to sell it to the stranger. The latter said he would buy it on one condition—that Sarah first teach him how to ride it. The two met by appointment on Sunday in Highland Park.

The stranger did not seem to learn very rapidly. He appeared clumsy and asked many stupid questions. Sarah, who was perspiring freely, was beginning to wonder if he would be successful in teaching the stranger how to ride the machine in one day, and whether the sale would really go through. Then the stranger said:

"Let me try it alone."

Sarah was perfectly willing to give the "beginner" a start. He watched his pupil go away and saw that at last he had caught on the *modus operandi*. The stranger put on full speed and then looked around with a laugh that Sarah interpreted, at the time, as one of triumph because he had conquered the steed of steel and iron. Now Sarah avers that he was blind, for wasn't the stranger merely giving him the "merry ha ha?"

To make a long story short, the stranger and the motorcycle didn't have the goodness to come back. Sarah waited patiently. He thought, at first, that the stranger had decided to take a little spin through the park. When he did not return and the shades of night were beginning to fall, Sarah betook himself to the Glendale police station.

The lieutenant at the desk smiled broadly

as Sarah related his tale of woe, but quickly excused himself and began to jot down on his blotter such facts as might assist in apprehending the slick swindler.

Sarah described his "friend" as about 20 years of age, of light complexion, brown hair and eyes. He said the young man was about five feet seven inches tall. He wore a light brown golf cap.

### Verticality Versus Horizontalism.

Motorcyclists in Waterloo, Ia., are up in arms over the proposition advanced by the local police department that:

3  
2  
7

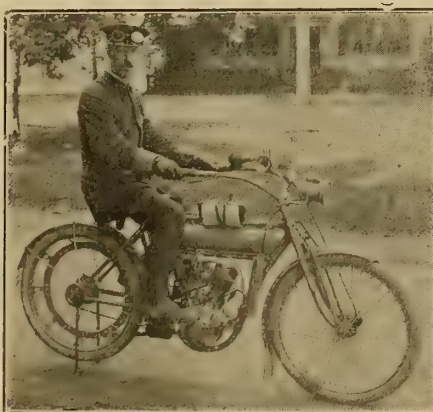
is not legal as the way to arrange the digits on a registration number at the back of a machine, and that the motorcyclists must arrange the number to read crosswise, as 327,

instead of vertically. The state law designates the size and character of the numerals that must be carried by all motor vehicles, including motorcycles, but it does not contain anything that would appear to forbid motorcyclists arranging them vertically on the rear mud guard, as is customary. The Waterloo riders claim that in insisting on a horizontal arrangement of the numbers, the Waterloo police are exceeding their authority, and they are resisting the regulation with considerable energy.

### Concourse Club Rewards Prompt Pay.

Paying the year's club dues in advance has its advantages in the Concourse Motorcycle Club, of New York City. At a recent meeting of the club a resolution was adopted authorizing the financial secretary to pay the membership dues in the Federation of American Motorcyclists for those members who during the first quarter pay in advance the club dues for the year.

### A FOE TO HIGH SPEED.



This West Hartford (Conn.) policeman mounted on a Merkel, fights fire with fire, however, and by speeding stops speeding. Don't forget that his car can "go some," too!

## CAN MATCH THE WOODCHUCK STORY

Live Squirrel in a Barber Shop is Better  
Evidence, Too, than a Dead Wood-  
chuck's Memory.

Woodchuck adventures of Jake DeRosier, as related in a recent issue of the Bicycling World and Motorcycle Review, have reminded a rider in Hammondsport, N. Y., of a similar experience that befell a friend of his only recently, while the two were out for a spin. He tells of it as follows:

"We were riding along the shores of Keuka lake, my friend and I. The morning was ideal; air clear and the roads like pavements. We were mounted on new Marvels and each desired to do the other. Needless to say, we were only touching the high places. My friend saw something attempt to cross the road ahead. A moment later something touched his arm. Looking down, he saw the same red and very much alive something drop into his outside coat pocket.

"Just to be funny he rammed his handkerchief into the pocket and we came on home. Today at our local barber shop (Jenkin's) one can see this squirrel, except that the tip of his tail is gone—torn off by the belt with which he was thrown into the air. I do not mean to say that we rode faster than DeRosier rode when he caught his woodchuck, but red squirrels are considerably faster than woodchucks."

### Some Texas Stunts on a Motorcycle.

Seven geese and six sandhill cranes were the trophies of the chase that Wes Winner tax assessor of Fort Bend county, brought with him into Houston, Tex., recently, when he rode into town on his motorcycle. While en route to Houston on his machine, he ran into a large flock of geese and cranes, and he could not resist the temptation to stop and bag a few. Winner is one of the most original motorcyclists in Texas. Among other favorite stunts, he is wont to round up and punch cattle on "motorcycle back," and to "streak it" across fields and through woodland paths where even horses and wagons cannot go.

### Louisville's Public Enlightened.

Citizens of Louisville, Ky., had quite a Saturday and Sunday feast of motorcycle literature in the motorcycle section that formed a part of the Louisville Times on the 11th and 12th inst., previous to the opening of the fourth annual automobile show. Most of the local motorcycle dealers were represented in the advertising pages, while in the editorial columns there were a number of articles relating to the pleasure and utility of the motorcycle. The local motorcycle club also was given considerable publicity, which is expected to help add to its membership.



## SECRET TIME FOR SYRACUSANS

Postponed Contest for "Spark Plug" Trophy Will Open Club's Season—Condensed Three Years' History.

A secret time run for what is known as the Spark Plug trophy is the first event of importance on the 1911 contest calendar of the Syracuse Motorcycle Club, Syracuse, N. Y. The trophy was presented to the club last fall by W. R. Marshall, as a prize for a secret run. Plans were made for a trip over the Cazenovia-Chittanango course, but after several postponements on account of weather conditions the run had to be put over until 1911. Details for the trip are now being arranged by the officers, and it probably will inaugurate the club series of bi-weekly runs, which will be arranged by the new captain, George T. Lockner.

Since the first of the year the club has averaged two new members for each meeting, an average that if maintained will double the membership this year. In giving a condensed review of the club's record since its inception, President J. M. C. Gillespie says:

"On December 7, 1908, Henry Voight, then of the Bicycling World and Motorcycle Review, together with several motorcycle dealers of Syracuse, called together the motorcycle riders of the city at the Jefferson. About 35 responded, and, as a result, the Syracuse Motorcycle Club was organized.

"Since that time the club has grown steadily, until at the present time it numbers about 125 members. With few exceptions all the charter members are still active, which of itself would prove that there is something alluring and fascinating about the game.

"Two race meets have been held in conjunction with the automobile races at the State Fair. Both of them were successful from the spectators' standpoint, and they would have been even more so but for the restricted number of events in favor of the motor cars.

"Numerous club runs have been held, which alone would make the club a success, owing to the fact that the riders develop a fellowship never seen in automobile circles. We have been called 'road lice' and our machines have been dubbed the 'poor man's auto,' but with all this we have come up smiling, ready and willing to help each other, and even at times help the automobilist.

"The Syracuse Motorcycle Club affiliated with the Federation of American Motorcyclists, the national organization, in February, 1910, and not only are we known in Syracuse, but in every city and town throughout the United States where there are motorcyclists, through the trade publications and the touring riders.

"In 1910 the matter of a city tax for motorcyclists came up in the common council, and through the many and persistent efforts of the club members, the tax originally proposed at \$5 per annum was reduced to \$1.25. Without the organization there would have been no possible chance of the reduction."

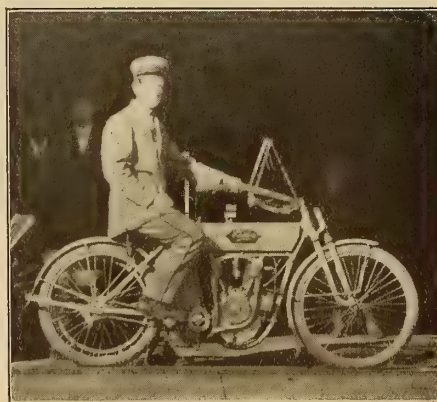
### Rain Chases Louisville Club Run.

What for the Louisville Motorcycle Club, of Louisville, Ky., was the first run of the season, was held on Sunday, 12th inst. Those who were out for the run gathered at the store of L. W. Thompson at 9 o'clock in the morning. It was the intention of the captain of tours, Bert Coblems, to lead the riders to Shelbyville, Ky., about 32 miles from Louisville, but on reaching Boston, Ky., some 20 miles out, it was decided to return, as the weather had assumed a very threatening aspect. Twelve miles from the city it began to rain, and there was some lively speed work on the part of the riders to reach St. Matthews, four miles nearer town, in order to get shelter. Some of the motorcyclists never went so fast before, and they are sure that if proper measuring and timing arrangements could have been in operation, they would have made the professional speed artists green with envy.

### Chattanooga's New Club Does Well.

A membership of over 237 per cent. more than it started with when it was organized, a little over one month ago, is the proud record of the newly organized Chattanooga (Tenn.) Motorcycle Club. When the charter closed on the 9th inst. 38 names were on the roster. The first set of officers are as follows: W. D. Parks, president; H. O. Nelson, vice-president; Jesse J. Lesh, secretary; S. P. Warrenfells, treasurer; Edward Marler, captain. The club indicates its intention to keep in the public eye through the promotion of contests of all sorts, and to lend its support to the good roads movement which at present is becoming an issue in the South.

### RIDES AN R. F. D. ROUTE.



Charles O. Knox, Flannigan, Ill., discarded horses for an Emblem.

## ASBURY PARK SEEKS REAL RACES,

Professional Motorcyclists Can Get Good Contracts, Van Dyke Declares—Cycle Events Later.

Good contracts for professional motorcycle racers are being offered for the 1911 track racing season at Asbury Park, N. J., as R. A. VanDyke, of 148 West 129th street, New York City, who will manage the 12 race meets for the Harvey-VanDyke Co., at Asbury Park, is preparing to sign up the best racing talent that he can secure. The series will commence on July 4.

"We shall get the best riders available in this section and are willing to pay them liberally," says VanDyke. "We have been trying to induce DeRosier to appear at some of our meets, and we may be successful. The Hendee Mfg. Co. and the Merkel-Light Motor Co. seem interested in our plans, and we expect considerable support from them. We are willing to contract with any rider who can show us that he can ride as a race rider should ride, and we are willing to pay the right prices. The races will be conducted strictly under F. A. M. rules. Bicycle races will be added during the season and will be held on separate days from the motorcycle meets."

### Lone Stars and Panthers Friendly.

To double the benefits in each club, a movement is on foot between the officers of the Lone Star Motorcycle Club, of Dallas, and the Panther City Motorcycle Club, of Fort Worth, Tex., to exchange membership privileges. This would give added strength to both clubs, and, by working together, a number of successful events could be held. The Lone Star club is considering a one day endurance run of about 175 miles, which is likely to take place in the near future. The trip contemplated is from Dallas to Denton, by way of Alpha, Renner, Lebanon, Frisco and Hilltown, the return trip to be made over a different route, by way of Fort Worth.

### Jerseyites Trying High Finance.

Financial exploitation has been added to the activities of the New Jersey Motorcycle Club of Newark. It is selling shares at 25 cents each on a 1911 4 horsepower Yale motorcycle, which will be awarded to some fortunate shareholder when the 800 per cent. dividend is declared at the club's quarters, 18 New street, on April 25.

### Clevelanders Lean Toward F. A. M.

The Cleveland Motorcycle Club is developing a sentiment for affiliation with the Federation of American Motorcyclists. Each member has been requested to attend the next meeting for the purpose of making the club an F. A. M. affiliated organization.



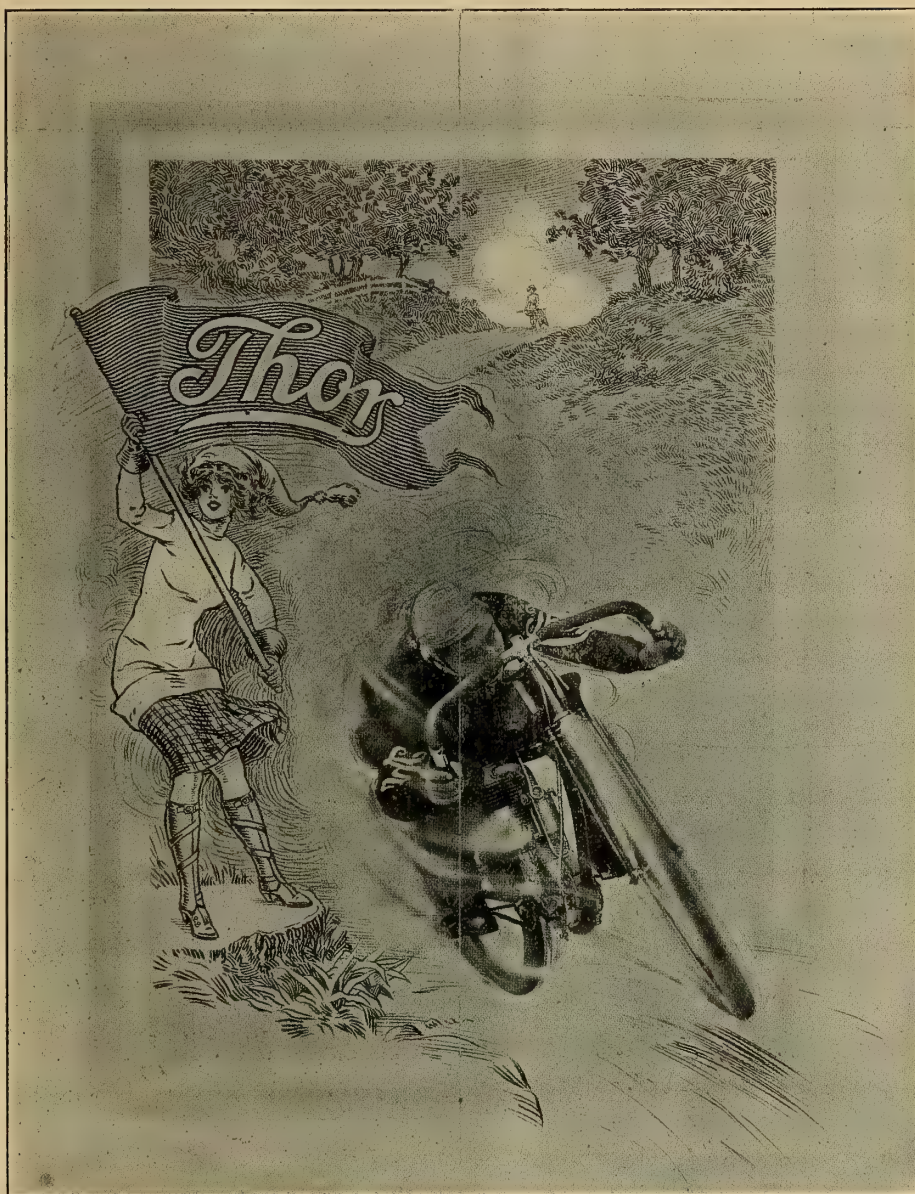
## FAVOR A NATIONAL ROAD RACE

Swenson and Goerke Declare It Would Help More than Track Events—Successful in the Past.

"I am strongly in favor of a national road race in connection with the F. A. M. meet this year," says B. A. Swenson, of Providence, R. I. "We have been having altogether too much track racing," he went on, "particularly among green riders who are not familiar with the special racers from the factories. These riders have little difficulty in securing the loan of these factory machines, but they do not get the use of the machines until the day of the race, as the factories are wise enough to foresee that if they put their fast racers in the hands of these green riders to practice on that the machines would be burned up or seriously damaged in no time. Being unable to get the factory machines for practice, the novices are compelled to use their own regular roadsters for practice, and as these are of longer wheelbase, heavier and not as fast, the green riders are up against an entirely different proposition when they get on the factory machines. They only get a chance to try out these factory machines a short time before the races commence, so is it any wonder that so many were hurt in races last year? There is getting to be so much track racing that it is getting tiresome, and something else is needed for a change. This talk of not being able to patrol a course for a road race is all tommyrot. Why, back in 1907, when the F. A. M. meet was held in this city, we had the best motorcycle road race ever held in this country, and not a person was hurt. It was held on Blackstone boulevard during Old Home week, when thousands of visitors were in the city, and although we had less than 50 police, and most of them on foot, patrolling a circuit of 3 3/10 miles, which was covered six times, not a spectator sustained a scratch nor was there much difficulty in keeping the course clear. It was roped off at the turns, the most dangerous points, and there was plenty of room for the riders to swing around. As for the supposed opposition of residents living along the course, there was none.

"During and after the race those people were the most enthusiastic over it, and declared that it was some of the best sport that they ever had witnessed, and what slight damage may have been done to lawns and shrubs by the crowds was entirely overlooked in the enjoyment which the residents along the course derived from the race. Take it from me, any city that wants the F. A. M. meet very badly can score a big lead over its rivals and make itself strong in landing the prize by agreeing to put on a good road race. The proper pa-

STIRRING ROAD RACING SPIRIT WELL PORTRAYED.



Frontispiece of the 1911 Thor motorcycle catalog.

trolling of a course for such a race is not nearly as hard as it looks, and the Providence Motorcycle Club will be glad to give tips on how we did it in 1907 to any club that wants them."

"I think a national road race would be fine," says Walter Goerke, the diminutive Brooklyn flier. "It certainly would be more interesting than track racing. The course should be short, however, so that riders would come around often and keep things stirred up. If the course should be 35 miles or so, like the Tourist Trophy race in the Isle of Man, the crowd would go to sleep waiting for someone to come around, and if a rider broke down somewhere in the wilderness far away from his repair camp he would join the spectators then and there. Getting a suitable course probably would be the greatest difficulty, and I think that if the roads were bad that the big machines should be shut out, for

a man cannot use all that is in a big machine on bad roads. The 1909 Lowell road race was a good one—good course, good patrolling and good crowds, and no spectators were hurt. Yes, count me in favor of a national road race."

### Joliet Speed Merchant Defiant.

Frank Beck, of Joliet, Ill., who recently acquired the agency for Merkel and Harley-Davidson motorcycles, has issued a defiance to other motorcycle dealers in the city for match races at the meets which are proposed for Joliet during the summer. He will ride the Merkel in track contests and the Harley-Davidson in the road events in which he competes.

### The First Cycle Road Race.

The first bicycle road race took place between Paris and Rouen on November 7, 1869, according to a French journal.



## MYSTERY OF THE POROUS TIRES

It Was Solved Only After Diligent and Persistent Detective Work—A Clever Thieving System.

A new species of tire thief, who devised a somewhat novel if laborious method of stealing tires, was caught red handed the other day in a large Eastern city. It was only after numerous complaints of tire thefts, resulting in a secret watch of the cycle rack room of a large office building where the thefts occurred, that the culprit was apprehended.

"For some time certain of my bicycle customers had been coming in and complaining of tire trouble," said a dealer in telling of the case. "They all had the same complaint, too—bad tires, porous, worn down to the canvas or else full of plugs that leaked. I knew that something was wrong, for some of them had bought new tires from me only a few months before and the tires that were on the machine when they came back were not the same tires or even the same make. They were a cheap brand that I do not handle.

"It was after the first few customers came in with the same trouble," he went on, "that I remarked about it, and after comparing notes learned that they worked in a large office building and kept their bicycles in a wheel room in the basement. I suggested to them that they either buy a pair of bicycle locks with chains attached and put them around the wheels, or else have a watch kept until the fellow who was stealing the tires was caught. Some of them bought locks, but others said they would not be bothered with locking and unlocking two locks every time they came in or went out, and they were going to complain to the superintendent of the building.

"And not all of those who were losing good tires and getting bad ones in exchange came to me either, so that I didn't get in touch with all of those who suffered. However, a watch was set, but it was several days before it brought any results. Either the culprit experienced an alarm at the sight of the locks on some of the machines or else he thought it good policy to let up for a bit and not overdo a good thing. However, one day the denouement came. Or rather one night about eight o'clock. The watcher, who was hidden in a cubby box placed at one end of the wheel room, especially to conceal him and marked 'Paints' to disarm suspicion, saw a young colored fellow come into the room from the outer entrance, look around cautiously, and then examine the dozen or so bicycles in the racks. Every night there were some machines in the racks, left there by owners who for various reasons went to their homes by other means of transportation.

"After assuring himself that all was well apparently, the visitor produced some tools from his pocket and soon had the rear wheel out of a machine. Then, deflating the tire, he slid a screwdriver around the under side of it and slipped it off the rim. This certainly was proof enough that he was the thief who had been making off with the tires, but the watcher in the cupboard decided to wait a bit longer before pouncing on the visitor. The latter, after laying aside the tire that he had removed, reached somewhere into the recesses of his clothing and drew forth a tire that came out like a flat ribbon.

"As he was slipping this tire onto the wheel, the watcher leaped out of his place of hiding and made for the fellow, who started to run at the first sign of danger. The thief was caught in the courtyard leading to the street and brought back. He did not offer much resistance, but stoutly refused to talk when questioned. The watcher summoned the superintendent of

the building, who telephoned to the police, and a couple of detectives came over and took the fellow to the station.

"When he was searched a unique arrangement for carrying tires was found on his person. On one of his legs a tire was found strapped by rubber bands. The tire was perfectly flat, all of the air having been squeezed out. The tire was suspended from his belt with the valve standing upright parallel with his body. Then there were two or three rubber bands placed at intervals on his leg to hold the tire against the leg so that it would not bulge out and look suspicious when he walked. The scheme worked to perfection, too, for we could not tell by observing his stride that he carried a tire strapped to his leg. The other leg also had bands around it which had held the tire that he had withdrawn in the wheel room. After his arrest and the search had revealed tangible proof that he was responsible for the tire thefts, the fellow confessed. He said that he formerly had worked in the building, and had kept a bicycle in the wheel room. It was at this period that he devised the plan to strip good tires from bicycles and replace them with worthless ones. The old tires he bought from dealers who had thrown them in the scrap pile awaiting the junk man.

"He confessed that he sold the stolen tires to likely looking cyclists that he picked out on the streets, particularly messenger boys and young riders. In making sales he said that he told his customers that he had a friend who bought second hand tires in New York and turned them over at a profit, and he always specified that the old tire on the machine should accompany the cash price of \$1 or more which he received for the stolen tires. Prices asked were whatever he could get. He claimed to customers that their old tires were sent to a factory to be made over again. No one ever appeared to doubt him or suspect that anything was wrong, but after his confession the police found several messenger boys and other youngsters who had bought tires from him and substantiated his story of the 'friend' and the handling of second-hand tires."

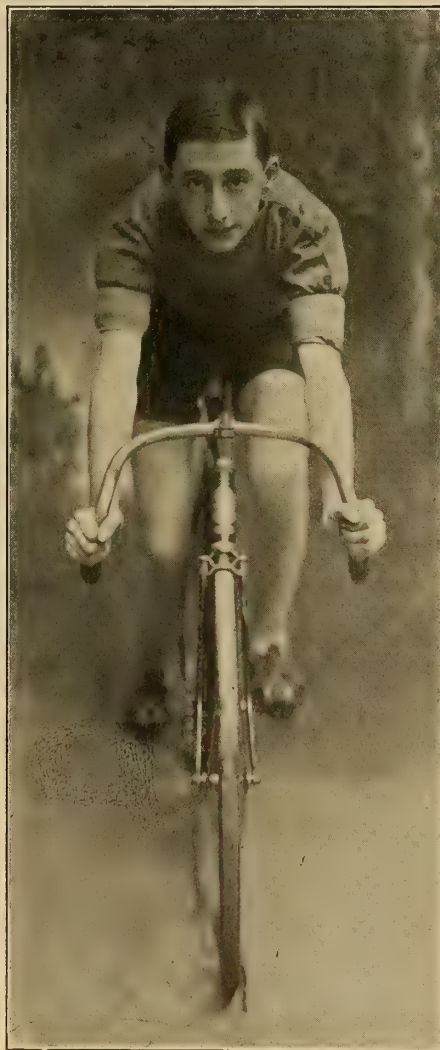
### "Karl Krom" Still Riding Strong.

Lyman H. Bagg, better known as "Karl Krom," the author of a book of cycling experiences, reports a total mileage of 50,921 miles from 1879 to 1910 inclusive, all on a 46-inch "ordinary" or high-wheel bicycle. He finished up 1910 with a ride of 19 days in December, 484 miles extending through all the New England states except Maine.

### Gains for New England Wheelmen.

Henry Kest, secretary of the New England Wheelmen, New York City, reports that the recent membership campaign instituted by the club has met with gratifying success.

### ROLLS UP BIG MILEAGE.

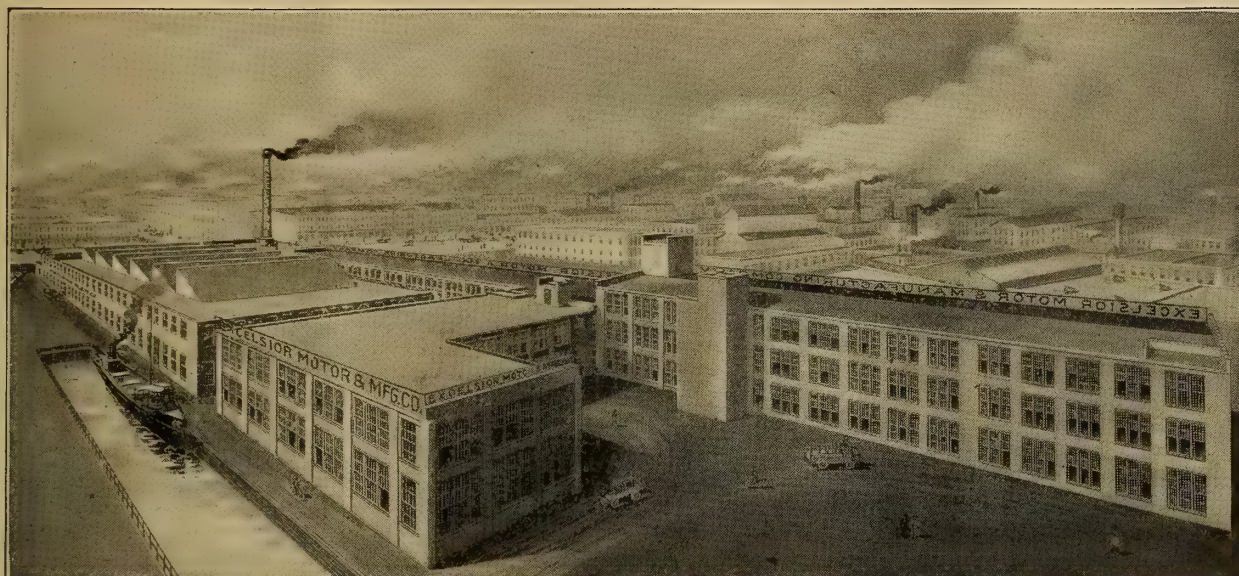


Although only 15 years old, L. A. Fraysee is one of the prominent road riders of the Century Road Club of America. He did 10,928 miles in 1910.



# The Factory Behind the Product

A strong plant is never grown in barren soil and the quality of any product is dependent upon the facilities for its manufacture.



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is beyond question the most thoroughly equipped and complete motorcycle factory in the world.

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### Trophy Cups Up for Acme Wheelmen.

Members of the Acme Wheelmen, New York City, which boasts of quite a few good riders in its ranks, now have some good prizes awaiting them. Just by way of starting the competition ball a-rolling, at the last meeting of the club on the 7th inst., two of the members donated cups. One of the cups was given by E. O. Spillane and will be awarded to the member making the fastest time on the Jerome avenue course this year. The other cup was the gift of Irving Higgins, and goes to the member winning the first race of ten miles or over. The club has 19 members, with a membership limit of 30. Its colors are white and black. It indicates that it will be a prominent contender in bicycle contests this season. Incidentally, the club wants it known that its home is not in Brooklyn, as reported, but in New York.

### Rutt and Stol Injured at Dresden.

Walter Rutt and Johann Stol, well known to American cycle fans for their participation in New York six day races, are both in the hospital as the result of the Dresden six day race, which ended on March 7 and in which they started as partners. Each received a bad shaking up, involving broken collar bones, concussion of the brain and other injuries, although their mishaps did not take place at the same time. Stol is

thought to be injured quite seriously internally. The many accidents were due in a great measure to the smallness of the track—16 laps to the mile. The race was won by the team of Lorenz and Saldow, who covered 3,314.376 kilometers in the six days. Only two of the ten teams which started went the whole distance unchanged.

### Club's Assets, \$42,000; Members, 279.

With assets of \$42,000 and a membership of 279, the Scranton Bicycle Club, of Scranton, Pa., has commenced its 31st year. Its 30th annual session was held on the 9th inst., when officers and directors for the year were elected. A supper followed the election. All of the officers were re-elected, as follows: H. R. Van Dusen, president; William A. Roper, vice-president; Philip H. Greff, secretary; William J. Bengner, treasurer; Dr. G. E. Hill, captain.

### Townsend Bests Nerent at 22d Regiment.

Jack Townsend, of the New York Athletic Club, won the two mile handicap bicycle race which was a feature of the games of the Mohawk Athletic Club at the 22d Regiment armory, New York City, on Saturday night, 11th inst. He made the win from 80 yards. Charles Nerent, of the 71st Regiment, who started from 70 yards, was second, while W. Buckingham, of the 22d Regiment, from 60 yards, was third. The time was 5:07.

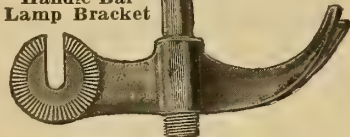
### U. C. I. Remits Fines for German Riding.

At the same annual meeting at which the world's championships were allotted to America for 1912, the Union Cycliste Internationale took under consideration the so-called "German situation," which resulted from the temporary breaking off of relations between the German race track managers and the U. C. I., and by which a number of riders incurred fines for their allegiance to one side or the other in the controversy. The fines imposed on the riders during the championship races at Brussels, 1910, were all reduced to a minimum, except in the case of Walter Rutt, which remains open pending closer investigation. He will have to explain why he had his prize money in New York attached after he gave Referee Kelsey, of the National Cycling Association, an order on the promoters of the six day race at Madison Square Garden to deduct his fine from his prize money.

### Falcon Wheelmen to Hold Reunion.

The Falcon Wheelmen, one of Brooklyn's old-time exclusive cycling clubs, has arranged to hold its annual reunion on March 18, and will celebrate with a theater party and banquet. The club was organized in the late 80's, when high wheel machines were in vogue, and it now numbers many of Brooklyn's millionaires in its ranks.

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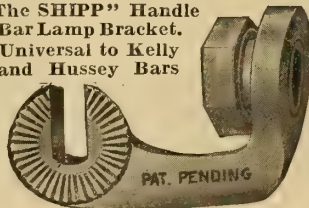
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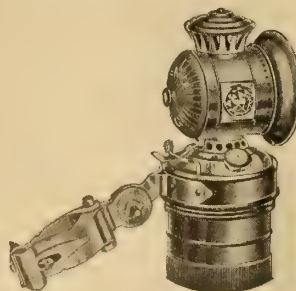
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Absolutely gas-tight. You can't jar it out. Throws a strong, powerful beam of light. Has universal bracket—can be attached to head or fork. Get a "Search-Light" to-day.

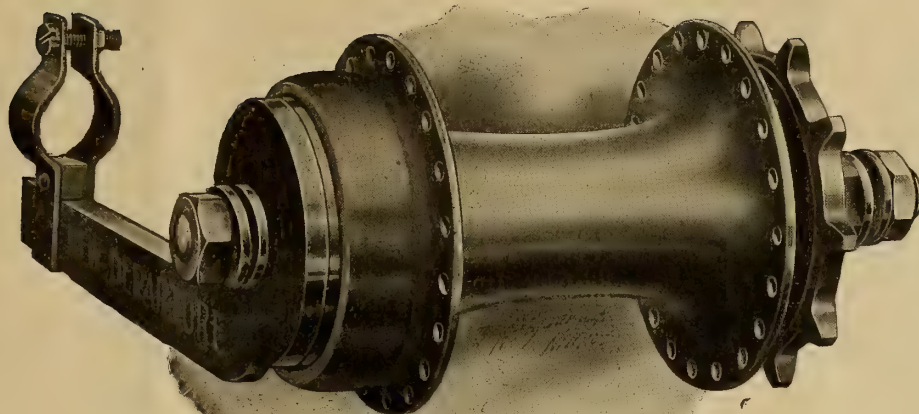


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## "Gives absolutely perfect satisfaction"

The merit of the New Departure internal expanding band coaster brake for motorcycles is recognized by every manufacturer, dealer and rider who has investigated it. The number of letters received strongly commending it is nothing short of remarkable. Here is one received from The F. B. Widmayer Company, of New York City. Everybody who is interested in making, selling or riding a motorcycle should read it.

NEW DEPARTURE MFG. CO.,  
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Gentlemen:—It gives me pleasure to say that I have used one of your internal expanding band coaster brakes on one of my heaviest tri-cars for twelve months and it has given absolutely perfect satisfaction. There is not the slightest evidence of dragging or binding, and if there has been any wear, I have not been able to find it. There has been no trace of slipping and the brake has been very positive in its action.

I have been much annoyed by the action of other brakes. Taking all in all, your brake is the most satisfactory I have ever used. I also wish to say that it is very free running, as anyone can see by examining the construction.

Very sincerely,

THE F. B. WIDMAYER CO.,  
Per Frank B. Widmayer.

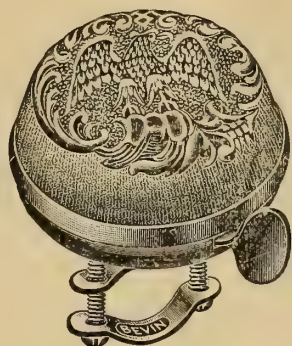
NEW CATALOG FOR THE ASKING.

# THE NEW DEPARTURE MANUFACTURING COMPANY, Bristol, Conn.

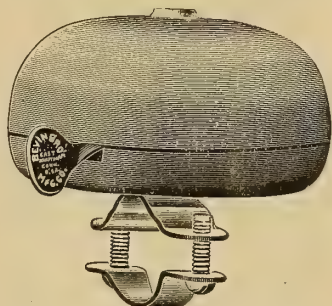
Coaster Brake Licensors.



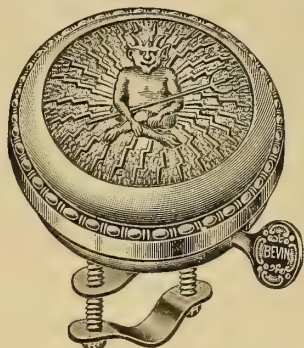
# Bevin Bells



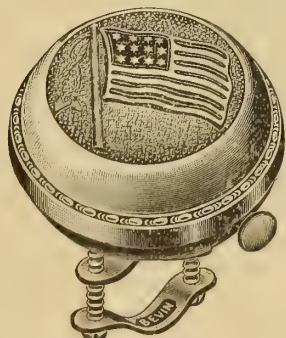
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## Early Bicycles in Munich Museum.

Apropos of the proposition to establish a municipal cycle museum at Coventry, England, it may interest American cyclists who tour Europe on their machines, as quite a few do, by the way, that there is an ancient bicycle division in the locomotion section of the German museum at Munich, Bavaria. Among the many curious ancestors of the modern bicycle that are on exhibition are a "Celerifere," built at the beginning of the 19th century; a "Draisine" with adjustable front wheel for steering, that appeared in 1817; a bicycle with cranks built in 1840, and several later types.

## "Pop from Newark" Has Passed Away.

Ira D. Dunham, of Newark, N. J., who died recently at the age of 74, was one of Newark's most enthusiastic and well known cyclists. He took up cycling at the age of 54, and was a devotee from that time on. His total mileage for his 20 years of riding was about 22,000 miles. One of his favorite bicycle tours was from Newark to Plainfield, and at the usual stopping places all along the way he for years was known as "Pop from Newark."

## Receiving C. R. C. A. Race Entries.

Entries for the ten mile open handicap bicycle race by which the Eastern Division of the Century Road Club Association is to commence its contest season, are being received by George Bieregel, 417 West 114th street, New York City. The race takes place on April 16, at Floral Park, L. I.



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are now being made in our new factory, which commences as the only tire factory in the world completely equipped at the outset with the most modern and advanced tire making facilities known to the art.

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☛ Cyclists require a proper position of the bar for the hand tension that makes the pedaling most efficient. The position must be different for different conditions, and conditions change according to changes in wind and road.



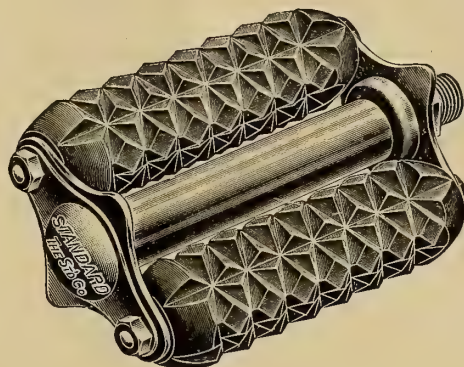
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provides that final touch to the best bicycles that makes them yield the maximum satisfaction and comfort to the rider. Man, woman or child will find the Kelly adjustable handle bar an aid to pleasant cycling.

☛ Cycle manufacturers and purchasers of bicycles in large quantities find the Kelly handle bar well worth including in their specifications.

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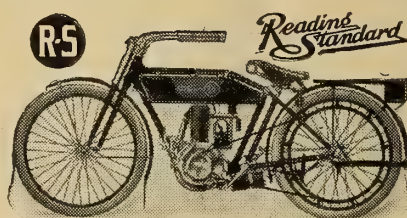
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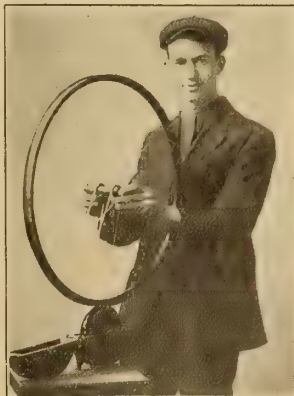
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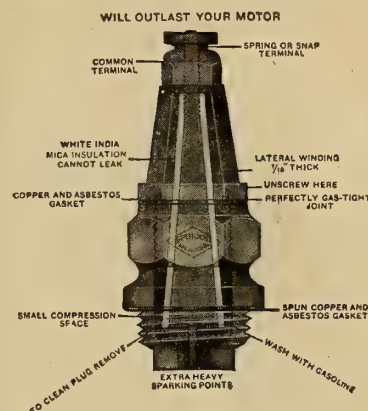
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From start to finish he had Absolutely Perfect Ignition—not a single miss throughout all that terrific pace.

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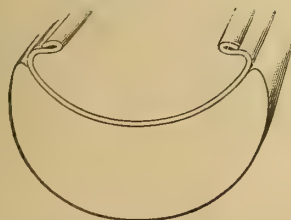
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Branch, 1679 Broadway

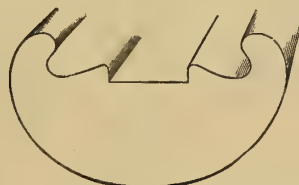
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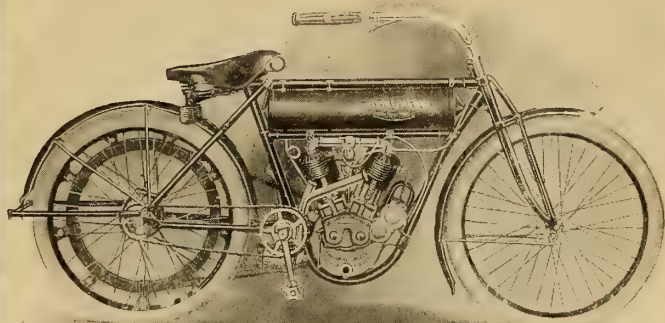
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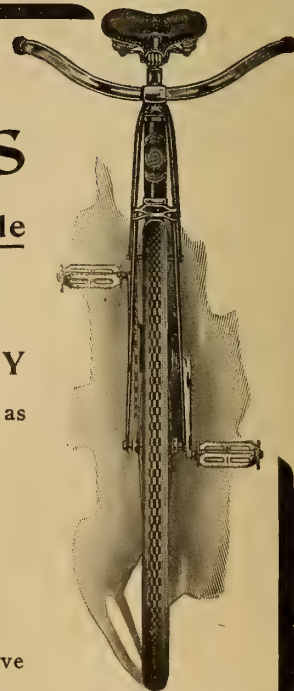
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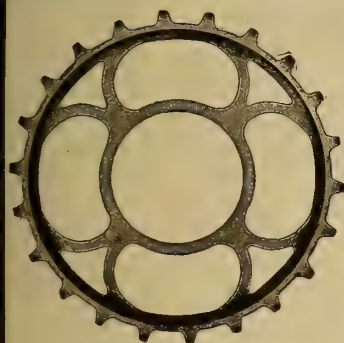




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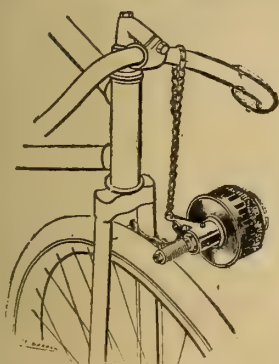
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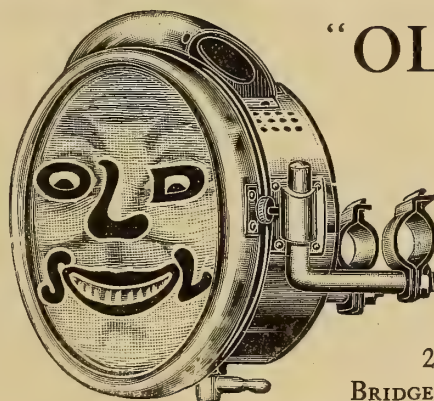
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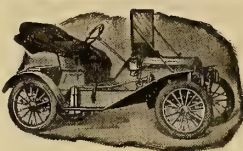
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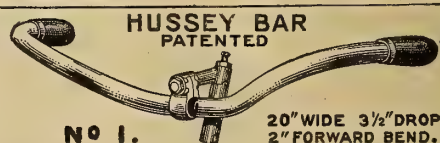
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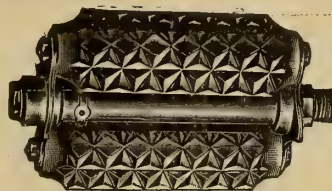


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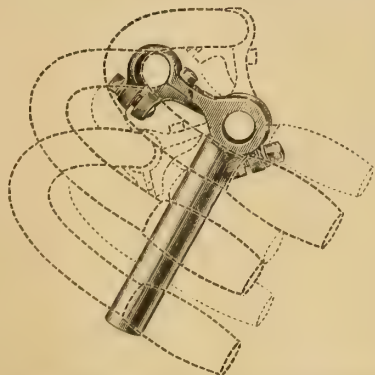


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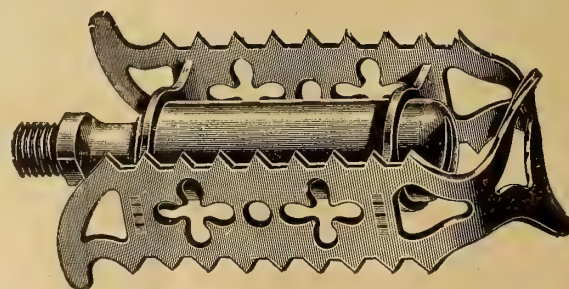
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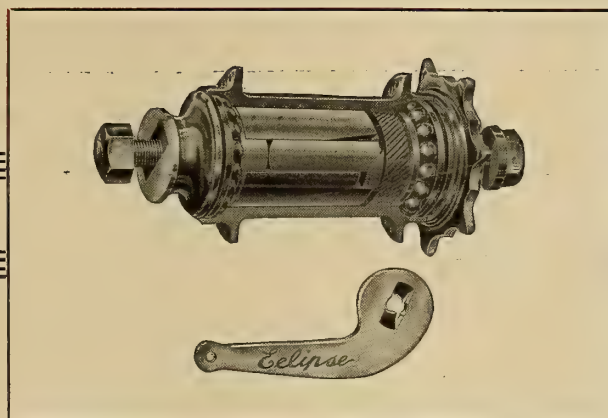


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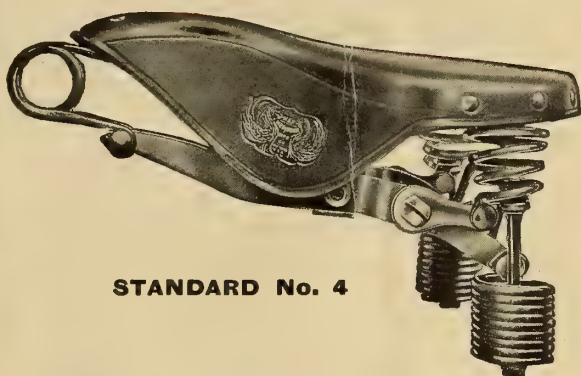


# Facts Talk

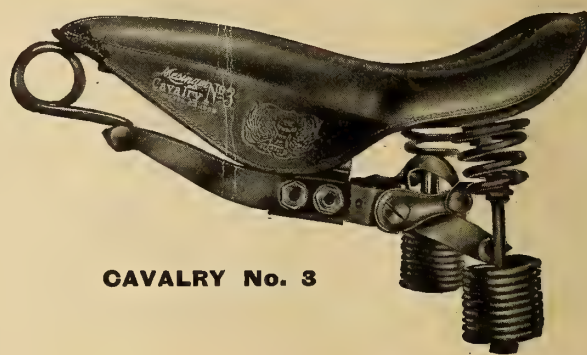
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